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Comments:

1. Background

City Council, at its meeting held on September 9 and 10, 1982, adopted with amendment the recommendations of my report (August 26, 1982) entitled "Bathurst Quay Preliminary Sub-Area Plan". Accordingly, Council approved, in principle, a site plan for the Bathurst Quay Sub-Area within Harbourfront. This Preliminary Plan, contained in Appendix C to this report, was intended to serve as a guide for Harbourfront Corporation in preparing the detailed sub-area plan required by the Harbourfront Master Agreement.

Harbourfront Corporation formally submitted the draft sub-area plan on January 23, 1983, for Council's review and approval. In accordance with the terms of the Master Agreement, I have circulated the draft plan for comment to the City Commissioners of Housing, Public Works, and Parks and Recreation, the City Solicitor, the Metro Planning Commissioner, the Metro Commissioner of Roads and Traffic, the Toronto Transit Commission, the Toronto Harbour Commissioners, the Metropolitan Separate School Board, the Toronto Board of Education, the Ontario Ministry of the Environment and the Harbourfront Review Committee. Comments received are contained in Appendices D to K, and are discussed in Section 3 below together with all other relevant planning considerations. My report on the Preliminary Plan requested Harbourfront to address a number of particular matters in the sub-area plan submission and these too are discussed in Section 3.

Pursuant to the review process set out in the Master Agreement, all comments received, together with those of my Department, have been forwarded to Harbourfront for information and response. Harbourfront has made certain amendments to the original submission in consideration of these comments. Other relevant letters from Harbourfront are contained in Appendix L. The draft sub-area plan, as amended, is contained in Appendix A to this report with the exception of its tables and appendices which are on file with the City Clerk. A summary description of the proposed plan is given in Section 2 following.

2. Description of the Sub-Area Plan

The draft Bathurst Quay Sub-Area Plan provides the framework for a new residential neighbourhood at the western end of Harbourfront. It covers the area included in the Preliminary Plan plus the existing Bathurst Street right-of-way, and expands upon the Preliminary Plan to the level of detail required by the Master Agreement.

The basic site layout remains the same, including the configuration of roads, development parcels, and public open spaces. (Map 1b, Appendix A) Queens Quay West is to be extended to Stadium Road, and two new local streets are proposed, one north and one south of the Queens Quay extension. Approximately 415 units of housing would be accommodated on four parcels north of Queens Quay. Three of these -- Parcels 1, 2A, and 2B -- are to be developed by the City of Toronto Non-Profit Housing Corporation, Harbourside Co-op and Arcadia Co-op, respectively. It is expected that construction of Phase One will commence upon receipt of the necessary municipal approvals. The remaining Parcel 6 will be developed for conventional housing at a later date.

Three parcels accommodating about 315 units are located south of Queens Quay. Two of these -- Parcels 3 and 4 -- will also be part of Phase One and will be developed by Cityhome and Windward Co-op, respectively. The third site -- Parcel 5 -- is reserved for future conventional housing.

Of the anticipated 730 residential units to be provided in the Bathurst Quay sub-area, approximately 500 will be developed by the non-profit and co-operative housing proponents in Phase One. About one-half of these assisted units will be housing suitable for families with children.

The proposed open space system is substantially the same as outlined in the Preliminary Plan. The major component is the centrally located public park which will be the largest at Harbourfront. In addition, the water's edge promenade will be continued along portions of the western gap, an open space will be reserved at the terminus of Bathurst Street for future improvement as park, and a substantial open space complementary to the major park will be reserved for future improvement in the area immediately east of the sub-area.

3. Planning Considerations

This section follows the organization of the sub-area plan submission for easy cross-reference. The draft plan, in turn, corresponds with the provisions of paragraph 4.1(a) of the Master Agreement respecting matters to be addressed by Harbourfront in a sub-area plan submission. Some of these matters have already been dealt with in my report on the Preliminary Plan and others do not raise any issues or concerns, thus they are not elaborated upon in this report. Those specific items which Harbourfront has been requested to address as well as the concerns raised in the circulation of the draft sub-area plan are discussed in detail.

3.1 Sub-Area Plan Boundaries

The boundaries of the proposed sub-area are described in Section 2.1 and shown on Map 1b of the plan (see Appendix A). They are the same as those outlined in the Preliminary Plan except for the inclusion of the Bathurst Street right-of-way and the exclusion of Queens Quay West to the east of Bathurst Street. The Bathurst right-of-way was included at my request so that the entire street system on the Quay would be considered through the approval of this sub-area plan. Queens Quay east of Bathurst Street has been excluded since Council dealt with this portion of the road in conjunction with the Spadina Quay Sub-Area Plan. The boundaries, as amended, remain acceptable.

3.1.1 STOL Parking Garage

Map 11 indicates a number of options for the future location of a STOL parking garage for the Toronto Island Airport. Also shown is Harbourfront's preferred location which encompasses lands between the Canada Malting Plant and the Bathurst Street right-of-way. This is the same site which Harbourfront indicates preference for in the Preliminary Sub-Area Plan submission. Other options which Harbourfront finds less preferable include:

- a below-grade structure on Parcel 5 in combination with residential and non-residential uses above;
- a below-grade structure across the south end of the park; and
- an above-grade garage extending across the south end of the park and the Bathurst right-of-way, between the ferry dock on the west and Canada Malting on the east.

The site adjoining Canada Malting is considered the best location since it would be convenient for airport users and create an appropriate use next to the malting plant. In order to minimize its visual impact, Harbourfront would endeavour to face the Bathurst Street frontage with non-residential uses. Accordingly, the garage would serve as a buffer between the plant and the new neighbourhood to the west.

Harbourfront points out that the below-grade option within the park would be very costly since the structure would have to be constructed below the water table in order to maintain a consistent finished elevation across the park. This is necessary to ensure that the recreational activities proposed for the park can be properly accommodated, and to avoid undesirable urban design conditions resulting from radical changes in grade. The below-grade option within Parcel 5 would also be expensive, and is complicated by the need to restrict access to Bathurst Street in order to separate airport traffic from the family housing area.

Both below-grade solutions would require a financial commitment for the garage before the park and Parcel 5 could be developed.

The last option, which calls for an above-grade structure across one-half of the south end of the park and the Bathurst right-of-way, has been recently added by Harbourfront as an amendment to the draft plan following discussions with staff of the Toronto Harbour Commissioners, Transport Canada and the Metro Planning Department. Harbourfront stresses in the amendment that it is only willing to consider this option if it can be demonstrated that the preferred alternative is not feasible, and provided the design of such a facility does not adversely impact on the urban design concept for Bathurst Quay.

The discussions referred to above were held following receipt of the comments from the General Manager of the Toronto Harbour Commissioners respecting the draft sub-area plan. (see Appendix H). In his letter, the General Manager expresses concern respecting the proposed options for both short and long term airport access and parking. He maintains that the options do not meet the criteria established by T.H.C. officials or the Toronto Island Airport Access Study Group. In this regard, he states that it had been hoped that airport requirements would have taken priority for planning in the area, but instead, facilities are being cut back to accommodate Harbourfront objectives. He requests a meeting of all the interested parties to attempt to arrive at a mutually satisfactory agreement for airport parking and access.

The Access Study Group to which reference is made was formed by the Joint Co-ordinating Committee for Toronto Island Airport Development to review the short and long term access requirements for the Airport which would be necessitated by the commencement of limited STOL service. The Study Group was chaired by the Metropolitan Planning Department, and had representation from the Toronto Harbour Commissioners, Transport Canada, the Provincial Ministry of Transportation and Communications, the City of Toronto Planning and Development Department, and Harbourfront Corporation.

After over a year of regular meetings, the Group was able to reach a consensus on a limited number of matters respecting STOL access requirements, but could not agree on the key issue of the single best location for a STOL parking garage. Harbourfront and City staff consistently expressed preference for a site east of Bathurst Street, while other group members argued for sites which involved a shorter walking distance to the ferry dock. Consequently, the Study Group decided that its report to the Joint Co-ordinating Committee could, at best, include a list of some of the more important locational criteria without evaluating or assigning priority to them. Accordingly, the Group's report,

entitled "Toronto Island Airport Access Study", (October 1982), concludes with respect to long term requirements, that:

> "a 400 space parking facility would be adequate to accommodate airport user requirements. This facility should be located within the area identified in Figure 8 of this report and satisfy development, land use and urban planning objectives." (p.iii)

Figure 8 in the report illustrates an area around the ferry dock which is about 300m from the terminal building. 300m is considered to be a reasonable walking distance for airport users. All of the alternative sites, including Harbourfront's preferred location, are situated substantially within the recommended distance. Further, all of the alternatives could accommodate a 400 space facility. With respect to the other cited objectives, all of the alternatives, with one exception, would be reasonable. This, of course, is the above-grade structure situated across the south end of the park and street right-of-way.

From the very beginning of the Bathurst Quay site planning exercise, staff of my Department and the Department of Parks and Recreation have voiced opposition to development in this location in consideration of public open space and urban design objectives. Some of these objectives have evolved from guidelines set out in the Master Agreement which would be violated by development in this area. For example, paragraph 9 of Schedule "D" to the Agreement states: "Bathurst Street should perform the function, through distinctive landscaping, of connecting Lakeshore Boulevard to the major open space and the water's edge at the Western Gap." Harbourfront recognizes this objective in the sub-area plan by proposing the parkette and other appropriately landscaped open space at the terminus of Bathurst Street, as shown on the Open Space Concept Plan, Map 5b.

The Master Agreement also stipulates, in paragraph A.4 of Schedule "G", that "The design, location and configuration of buildings and open space should create and enhance views to the water from a variety of viewing locations, including tall buildings north of Harbourfront, and for pedestrians or vehicles on east-west streets and roadways within Harbourfront." Again, Harbourfront has responded to this objective by proposing a development pattern which provides the opportunity for the kinds of views and vistas to the parkspace and to the water which this unique part of the City merits. Map 9 in the plan illustrates this important aspect of the overall planning concept for Bathurst Quay.

Further, City Council, in approving the 400 space STOL garage, did so on the understanding that it not compromise other planning

objectives for Bathurst Quay. The Neighbourhoods Committee reiterated this concern with the request, at its meeting on May 4, 1982, that I address in my report on the Preliminary Plan how the parking facilities for STOL and Harbourfront recreation facilities can be placed on Lakeshore Boulevard or some other site that is not desirable for housing or parks purposes. In the Preliminary report, I endorse Harbourfront's preferred option for a garage next to Canada Malting in recognition of the obvious planning benefits, and indicate that this option satisfies the Committee's expressed concern. I also indicate that this site is within easy walking distance of the dock, as are the two below-grade options.

I must therefore disagree with the assertion of the General Manager of the T.H.C. that the three original STOL parking options do not meet the criteria established by the Island Airport Access Study Group. They perhaps do not meet all of the access criteria put forward by the T.H.C. since they also recognize the various and competing planning objectives for the area. I believe a balanced approach is necessary which provides a range of reasonable options that can lead to a solution at the appropriate time. The three locational options for a future STOL garage proposed in the original sub-area plan submission are, in my assessment, reasonable and should be approved by Council as part of the Bathurst Quay Sub-Area Plan. The fourth option, added subsequent to the submission of the draft plan, would permit an above-grade parking garage on a prime portion of the Bathurst Quay open space system, contrary to the City's expressed interests. It should therefore not be approved, and Map 11 of the sub-area plan should be revised accordingly.

The Metropolitan Planning Commissioner, in his comments on the sub-area plan (Appendix J), indicates that 290 parking spaces would be required at the start of STOL operations, in advance of the 400-space requirement at full development. The Commissioner suggests that these spaces could be provided on a temporary lot or as the initial stage of the parking garage. It is obviously not feasible to accommodate this number of spaces in a surface lot within the sub-area. However, Harbourfront has indicated willingness to investigate the possibilities on the east side of Bathurst Street. Alternatively, the suggestion of a phased parking structure could be pursued.

A final solution for the location, design, and financing of a STOL parking garage is obviously something which will require detailed consideration by, and agreement amongst, all of the interested parties. However, it is important for Council to clarify its policies respecting those related matters under its jurisdiction through the approval of the Bathurst Quay Sub-Area Plan. The approval of Map 11, revised as discussed above and shown in Appendix B, would provide such clarification.

3.2 Location of Streets, Buildings and Development Parcels

Map 2 of the draft plan illustrates the location and dimensions of existing and proposed streets, and proposed development parcels. The Commissioner of Public Works, in his report (April 8, 1983) on the submission, finds the proposed street system to be satisfactory (see Appendix D). The development parcels as defined by the streets are also acceptable. They are described more fully in Section 3.8 with respect to proposed use and density allocations. Parcels 1 to 6 are located within the sub-area, and Parcels 7 to 9 are situated on the east side of Bathurst Street in the remaining portion of Bathurst Quay.

Map 1b of the plan shows the two existing buildings to be retained within the sub-area. These buildings comprise the Joy Oil gas station at the southeast corner of the Stadium Road/Lakeshore Boulevard intersection. Both are included on Council's list of buildings of architectural and historical significance, and the Toronto Historical Board has requested that they be retained. The draft plan suggests that the southerly building may have to be demolished to make way for the Cityhome project on Parcel 1. Cityhome and Harbourfront now indicate that the building can and will be retained.

Map 1b also shows four small structures located near the south end of the Quay. Harbourfront has indicated that they have been included on the map in error and should be deleted. Map 1b, revised as requested, is contained in Appendix B.

3.3 Existing Streets and Roadways

In accordance with the recommendation of the Commissioner of Public Works in his consideration of the Preliminary Sub-Area Plan, Harbourfront will convey to the City, for dedication as a public street, a 2.48 metre wide strip of land along the east side of the existing alignment of Stadium Road. This will increase the width of the existing right-of-way from 14.02m to 16.5m. The Commissioner advises that the conveyance should be made prior to the execution of the servicing agreement, and I recommend accordingly.

The Commissioner of Public Works has investigated the possible narrowing of the Bathurst Street right-of-way south of the Queens Quay extension. Map 3 of the draft sub-area plan is consistent with the plan he has prepared. As shown, a right-of-way reduction from the current 31.7m to 20m could add approximately 1,800 square metres (.44 acres) to the east side of the park and parkette. Given that the park may be quite tight considering the facilities to be accommodated, such additional space would be beneficial. This could be achieved, however, by relocating the road pavement

to the east, as shown on Map 3, and landscaping the residual right-of-way as part of the park. This approach would satisfy the Metro Planning Commissioner's concern that the existing right-of-way be retained to ensure that future Island Airport access options are protected. I will request the Commissioner of Public Works to consider this approach in preparing the improvement plan for Bathurst Street south of Queens Quay.

3.4 Connections with Public Streets

The proposed road system includes several connections with existing City and Metropolitan streets (see Map 2). The detailed design and operation of these intersections is subject to the approval of the appropriate municipal officials.

3.5 Minicipal Services

Map 4 shows the new water distribution and sewer systems which are proposed to serve the sub-area. They would be constructed by Harbourfront in conjunction with the street system. The Commissioner of Public Works finds the proposals to be generally satisfactory. His report, contained in Appendix D-1, as amended by the subsequent report contained in Appendix D-2, makes specific technical recommendations respecting the proposed servicing. The approval of the sub-area plan should be conditioned on Harbourfront complying with these recommendations. Of course, detailed servicing plans will have to be submitted for the Commissioner's review and approval.

Appendix III to the draft sub-area plan contains a report, prepared by consulting engineers for Harbourfront Corporation, on the municipal servicing requirements for the Bathurst Quay development. The report makes recommendations respecting alternatives for finished street grade elevations taking into account drainage and urban design considerations. The grading scheme preferred by Harbourfront, Alternative "C" shown on Figure 2, would require that the grade of Stadium Road be raised substantially. In his report on the sub-area plan, the Commmissioner of Public Works indicates that this scheme is generally satisfactory, subject to a number of conditions. One of these calls for the submission of plans by Harbourfront which show what the impact will be on properties adjoining the west side of Stadium Road and any necessary remedial measures respecting drainage and access. Another condition which has already been the subject of a report (April 22, 1983) from the Commissioner of Public Works to the City Services Committee, entitled "Harbourfront - Bathurst Quay Sub-Area - Stadium Road", requires Harbourfront to pay all costs associated with the alteration of the elevation of Stadium Road. Such conditions, as detailed in the Recommendations contained in Appendix D, should be approved.

3.6 Public Open Space

Map 5a of the draft plan illustrates the approximate location of three types of open space within the sub-area. The most significant is space to be offered to the City for dedication as public parkland pursuant to paragraph 7.1(b)(ii) of the Master Agreement. There is a total of about 5.62 acres of such space, with the central park taking up just over 5 acres and the water's edge parkette, the remainder. The characteristics of the major park comply with the conditions and guidelines for public open space set out in the Official Plan and Master Agreement, therefore Harbourfront's offer should be accepted. The park would be developed in tandem with the Phase One housing.

The water's edge parkette is part of the area which will be used temporarily for surface parking for the Toronto Island Airport, as discussed in Section 3.9.1. At such time as a parking garage for the Airport is constructed or the parking can be otherwise accommodated to the east, the lands are to be offered to the City for dedication as public park.

The Commissioner of Parks and Recreation, in his comments on the proposed sub-area plan, contained in Appendix E, suggests that this area should not be referred to as open space since park development is unlikely in the near future and in fact may never occur. It is my opinion that the future use of this area as park space should be secured through the approval of the sub-area plan, even though it may not be improved as such for some time to come. If not secured now, the site could become a development parcel and eliminate the possiblity of providing the major park with a reasonable amount of water frontage. Considering the worst case scenario wherein an Airport parking garage is not constructed in the vicinity and surface parking must remain, at the very least the expansive views of the water would continue to be enjoyed. And of course, an equivalent amount of park space would have to be provided elsewhere in accordance with the requirements of the Official Plan.

Every effort should be made to locate permanent parking for the Airport, in whatever form it might take, to the east of the park space outlined on Map 5a. Since the proposed sub-area plan designates a portion of the lands on the east side of Bathurst Street as the preferred location for an Airport garage, this matter will have to addressed in any future sub-area plan which includes all or a portion of Parcels 8 and 9. In the meantime, Council will have expressed its intent to ultimately have the area proposed for temporary Airport parking developed for parks purposes through the approval of the Bathurst Quay Sub-Area Plan. I have discussed this matter recently with the Commissioner of

Parks and Recreation and he is in full agreement with the suggested approach.

A second type of open space shown on Map 5a is the water's edge promenade which will extend along the Western Channel from Bathurst Street to Stadium Road, interrupted only by the Island Airport ferry dock. The promenade would have a width of 7 metres and an area of about 1,372 square metres (0.34 acres). The width is consistent with the general standard set out in the Master Agreement. The joint report (July 28, 1982), from the Commissioner of Parks and Recreation and myself entitled "Public Open Space Concept for Harbourfront", suggests that the promenade not be accepted for dedication as public park, as originally intended, but that full public accessibility be secured by the establishment of a permanent easement for a public right-of-way along its length. Thus, jurisdiction and continued responsibility for the costs of maintenance, repair and rebuilding would remain with Harbourfront Corporation and the Federal Government.

The report recommends that I be authorized to negotiate, in consultation with the Commissioner of Parks and Recreation, revisions to the Master Agreement which reflect this strategy. Council adopted the recommendation at its meeting held on September 9 and 10, 1982, and I expect to be reporting on the matter in the near future. Harbourfront is in basic agreement with the strategy and has agreed to guarantee public access. Thus, the City should notify the Corporation, in writing, that it will not accept the offer of conveyance of the water's edge promenade, pursuant to paragraph 7.1(c) of the Master Agreement.

The third type of open space shown on Map 5a is classified as "other open space areas". Section 2.6.1 of the draft sub-area plan states that these areas qualify as open space accessible to the public, as defined in Section 4.1 of the Official Plan and Schedule "C" of the Master Agreement. Included would be all landscaped boulevard and sidewalk areas within the street rights-of-way; portions of private development parcels adjacent to the rights-of-way; and pedestrian walkways through development parcels.

Table 1 contained in the sub-area plan indicates the approximate areas of all types of open spaces to be provided. Accordingly, about 7,242 square metres (1.78 acres) will take the form of sidewalks and boulevards, and from 10,136 to 10,636 square metres (2.50 to 2.62 acres) will be parcel-related open space. My report entitled "Spadina Quay Sub-Area Plan: Open Space" (July 29, 1982), recommends that such areas be included as part of the 40 acres of publicly accessible open space required in Harbourfront. I therefore recommend the same, in principle, with respect to the proposed Bathurst Quay sub-area plan. However, I have indicated

to Harbourfront that the parcel-related space must be designed in clear conformity with the guidelines for publicly accessible open space set out in Schedule "C" of the Master Agreement if it is to qualify as such at the time of Development Review. Thus, I will reserve comment on the approximate figures contained in Table 1 pending this detailed design review.

In addition to the open space to be offered for dedication as public park within the sub-area, Harbourfront has agreed to offer approximately 1.5 acres of land on the east side of Bathurst Street, south of the Queens Quay extension. This space should be located so as to provide a visual and pedestrian link between the open space system on Spadina Quay and the major park on Bathurst Quay. It should also have major frontage on Bathurst Street so that it is functionally related to the park. The Commissioner of Parks and Recreation feels particularly strongly about this point.

Further, the Commissioner recommends that the facilities in this additional parkland include a combination ice rink/tennis courts, a swimming pool and a service building. The precise location, configuration and design of the space will be determined when a sub-area plan is prepared for Parcels 8 and 9. However, I suggest that Council approve the general locational principles outlined above to guide Harbourfront in its early planning of this area. Also, Map 5a should be revised as as to acknowledge that this facility will be provided in future. It should be noted that locational principles were recommended in my report on the Preliminary Plan. The Land Use Committee amended this recommendation in consideration of a deputation from Harbourfront so as to require a major frontage on either Queens Quay or Bathurst Street.

3.7 Conceptual Design of Landscaping

Map 5b illustrates the proposed conceptual design of the public open space within the sub-area. The landscape concept of the major park is shown in greater detail on Map 5c and discussed in Appendix V to the sub-area plan. It reflects the dual local and regional functions which the park is intended to serve by offering a large area for team sports and organized play as well as a variety of spaces for passive recreation and spontaneous children's play. The parks axial orientation reinforces the view corridor down Bathurst Street. A creative play area at the south end acts as a visual terminus to the corridor and as a formal gateway from the water's edge promenade into the park. It is to be the principal area for organized children's programmes and will be complemented by a "play grove" at the northwest corner of the park, near the family housing. The walkway system will provide a variety of ways to wander as well as direct connections to the activity areas. The passive edges of the park are to consist

mainly of wooded areas where trees and shrub planting is to take up a significant portion of the surface.

The water's edge promenade will be similar in general character and materials to other portions within Harbourfront. Special conditions such as the terminus of Bathurst Street and interesting views of channel and Airport activities are to be reflected in the detailed design. Since this part of the promenade marks the western extremity of Harbourfront, a pedestrian connection to Stadium Road will be provided.

The conceptual designs of the park areas and water's edge promenade are in substantial conformity with the guidelines set out in Schedules "C" and "D" of the Master Agreement and should be approved. The Commissioner of Parks and Recreation points out, in his letter contained in Appendix E, that the final design should include at least the following:

"a) Flood lit combination playfield.

b) Play structures for both pre-school children and youth.

c) A structure that would house public washrooms, playground storage space and a park storage.

d) Wading pool."

Harbourfront has responded by giving assurance that appropriate lighting for the playfield and appropriate play structures will be provided. However, the Corporation does not view the cost of providing washrooms and storage facilities as its responsibility. It is my view that the terms of paragraph 7.1(d) of the Master Agreement require Harbourfront to assume the cost of normal park facilities such as these. Thus, I recommend that the approval of the sub-area plan be conditioned on Harbourfront agreeing to include the above items "a" to "d" in the final park plan to be submitted for the approval of the Commissioner of Parks and Recreation and myself, and to pay for the said items.

In his comments on the sub-area plan, the Commissioner of Parks and Recreation indicates that consideration should be given to relocating the driveway connecting Bathurst Street and the ferry dock further south in order to increase the size of the major park. As discussed in section 3.9.1 following, the locational options for the temporary Island Airport access and parking facilities are very limited. I am satisfied that the proposed driveway is as far south as can be expected under the circumstances. When the parking is permanently relocated, the matter will be reviewed.

The design guidelines for street boulevards referenced on Map 5b and illustrated on Diagrams 2.2 to 2.6 in Appendix II to the sub-area plan, suggest a particular design approach for street boulevards. They are at a level of detail beyond that required at this stage in the approval process, but they do suggest ways in which a more "residential image" on Bathurst Quay can be achieved through the streetscape design. My preliminary view suggests that some form of grassed boulevard such as is illustrated in Appendix II, the use of pedestrian scale lighting, and generous tree planting can most effectively achieve this objective. However, these and other detailed design elements are not recommended in this report. Instead, a plan illustrating general design principles to be used on all streets on Bathurst Quay will be required prior to or at the time of submission of any Development Review applications. Accordingly, I recommend that such a process be approved and that Map 5b be amended to specifically note that all design elements shown are conceptual only.

A further issue concerns the way in which the planned Central Waterfront Fitness Trail (the Martin Goodman Trail) will be dealt with on Bathurst Quay. At present, a complete off-street trail system is in place from the Humber Valley to Coronation Park. This system is heavily used for cycling, jogging, etc. during the spring, summer and fall. By the summer of 1984, it is hoped that a small but important link will be made to extend the system from Coronation Park over to the point where Harbourfront's jurisdiction begins. Throughout the main activity area of Harbourfront (from York Street to the area proposed for the Spadina Quay Pier), it is doubtful whether, at least for cyclists, an off-street system will be possible. This is due to the constraints inherent in the configuration of development parcels. Within Bathurst Quay. however, it may be possible to provide for the complete off-street system. Until more detailed plans are prepared, a final decision as to the feasibility of this approach is not possible. As a result, I recommend that Council approve, in principle, the provision of an off-street trail on Bathurst Quay, subject to determination of its technical feasibility by myself in consultation with the Commissioner of Public Works and Harbourfront Corporation.

3.8 Uses and Densities by Parcel

Table 2 of the draft sub-area plan shows the proposed uses and gross floor areas for each parcel within the sub-area as well as those parcels comprising the balance of Bathurst Quay. All of the residential figures for Parcels 1 to 6 have increased over the estimates given in the Preliminary Plan although the total gross floor area is within the projected +15% range. More precise figures will be provided at the time of Development Review. The remaining gross floor area permitted by the Zoning By-law can

readily be accommodated outside the sub-area on Parcels 7, 8, and 9.

While most of the gross floor area in the sub-area is allocated to residential use, 235 square metres has been assigned to Parcel 1A, up to 2,000 m2 to Parcel 5, and up to 1,500 m2 to Parcel 6. The historic Joy Oil buildings on Parcel 1A could be reused for convenience shopping. The non-residential density on Parcels 5 and 6 could be used for commercial and community uses at or near grade, with market housing above. More precise information on how Parcels 1A, 5 and 6 are to be developed will be provided in Development Review.

3.9 Parking Facilities

Each development parcel will be self-sufficient in providing the number of parking spaces required by the Harbourfront Zoning By-law. In my report on the Preliminary Plan, I recommend that Harbourfront be requested to include in the draft sub-area plan a description of how parking for the existing uses on the west side of Stadium Road can be accommodated within the proposed sub-area or at other locations. This recommendation was directed at Dylex Ltd. and the yacht clubs which lease from Harbourfront some 230 parking spaces on the east side of Stadium Road. Parking for the yacht clubs, in particular, would become a problem once the present lot is developed.

Harbourfront has responded with a strategy for providing a shared-use parking garage on Parcels 3 and 4. The garage would be located below the proposed residential buildings, and would accommodate spaces for both Dylex and the housing units in a communal facility to be operated by Dylex. Spaces not required by Dylex in the evenings and on weekends would be available to the yacht clubs and other potential recreational users.

While I have indicated support for the general concept put forward by Harbourfront, the Commissioner of Public Works has recommended that the proposed arrangement with Dylex Ltd. not be accepted, based essentially on operational concerns. He has further recommended that Harbourfront be requested to examine the provision of parking for non-residential purposes on Bathurst Quay in a shared-use facility operated by the Parking Authority of Toronto or in a separate non-residential parking facility. These recommendations are contained in his report (April 22, 1983) to the Land Use Comittee entitled "The Harbourfront Bathurst Quay Sub-Area -- Proposal for a shared-use residential/commercial parking facility".

At its meeting on May 4, 1983, the Committee deferred consideration of this matter and requested the Parking Authority

of Toronto, in consultation with appropriate civic officials, Windward Co-operative Homes Inc., the City of Toronto Non-Profit Housing Corporation, Dylex Ltd. and Harbourfront Corporation to report on the parking facilities. Given that this report is not yet available I cannot comment further at this time. However I do recommend, in accordance with the report on the draft plan from the Commissioner of Public Works, that the sub-area plan allow for the proposed non-residential parking spaces in residential developments, provided the parking facilities in such developments are operated in accordance with the provisions of the Harbourfront Zoning By-law. Furthermore, Harbourfront should agree to secure public access to such parking for recreational users.

The Commissioner of Public Works, in his report on the draft plan, raises the related concern of the possible impact of recreational parking generated by the proposed major park (Appendix D-1). The Commissioner notes that Harbourfront is currently preparing an overall recreational parking strategy and indicates that he has no objection to the approval of the sub-area plan, provided that once a satisfactory recreational parking strategy has been determined, all necessary adjustments will be made to the parking proposed on Bathurst Quay. I share the Commissioner's concern and recommend that Harbourfront agree to proceed accordingly as a condition to the approval of the sub-area plan.

3.9.1 Toronto Island Airport Parking

My report on the Preliminary Sub-Area Plan requests that Harbourfront include in the sub-area plan a strategy for the relocation of the existing parking lot serving the Toronto Island Airport in the event that the construction of an Airport parking garage postdates the development of the major park. As shown on Maps 7a and 7b, a substantial portion of the existing lot lies within the proposed park, and it may be quite some time before a parking garage is built. Thus, I believe it advisable to secure the relocation of the lot so that the development of the park can proceed in tandem with the new Bathurst Quay neighbourhood.

Harbourfront has responded by proposing a number of alternative locations for the lot which are illustrated on Maps 7b to 7h. Options 7b, 7c, and 7d utilize the future parkette lands at the south end of the Quay as well as the adjoining portion of the Bathurst Street right-of-way. Options 7e and 7f use the parkette and an adjoining portion of the major park. Options 7g and 7h, recently submitted as an amendment to the draft plan, use the parkette, the south end of the Bathurst right-of-way, and part of the unpaved west edge of the right-of-way.

Harbourfront prefers options 7g and 7h because they permit the Corporation to fully meet its legal obligations to the Toronto

Harbour Commissioners whereby a lot of 1.33 acres containing at least 123 parking spaces is to be provided, to the satisfaction of the Commissioners. While the other options do provide the required number of parking spaces, they fall somewhat short of the specified lot size.

The T.H.C. has not yet commented on Harbourfront's preferred options. However, I am of the opinion that the use of the west side of the Bathurst right-of-way, immediately adjacent to the major park, is inadvisable. The Commissioner of Parks and Recreation states, in his letter contained in Appendix E, that he is vehemently opposed to this proposal. He points out that it has long been the intent to develop this portion of the right-of-way as part of the park, and that this additional space is important since the proposed size of the park is minimally acceptable for the activities which should be accommodated. The right-of-way, without airport parking, would add about 0.36 acres to the park; with parking, only 0.14 acres would be available. The Commissioner also states that it would be undesirable to locate parking alongside an active play area.

In response to the Commissioner's concerns, I have requested Harbourfront to investigate the possiblity of using portions of the east side of the Bathurst Street right-of-way together with adjoining or nearby Harbourfront lands not required by the Canada Malting operation. Harbourfront has agreed to do so, and will advise on its findings in the near future. For the purposes of the sub-area plan, I recommend that Harbourfront's original preferred options outlined on Maps 7c and 7d be approved, in concept. These alternatives would both use the south end of the Bathurst right-of-way by way of lease agreement. This is acceptable to the Commissioner of Public Works and myself. Also, a small portion of the south end of the park would accommodate a temporary waiting shelter about 35 m2 in size, to be provided by Transport Canada.

The additional potential parking areas which Harbourfront is investigating on the east side of Bathurst Street are outside of the sub-area and can therefore be dealt with independently of the approved plan. The final location, layout and design of the lot will of course require the approval of the T.H.C. These matters should also be submitted for the review and approval of the Commissioner of Public Works and myself. In respect to this, I would note that the Commissioner of Public Works recommends that the driveway to be used for passenger drop-offs at the proposed terminal be designated for one-way operation.

3.10 Service and Loading

Map 6 shows the general location of all service and loading facilities for development parcels within the sub-area. The proposed access points are generally satisfactory to the Metropolitan Commissioner of Roads and Traffic, the City Commissioner of Public Works and myself, and should be approved. Minor changes will be permitted subject to Development Review. All loading facilities are to be provided in accordance with the requirements of the Zoning By-law.

3.11 Public Transit Service

Existing and potential surface transit routes in and around Bathurst Quay are outlined on Map 10. In the short term, the Phase One development would be connected to the City's transit system by the Bathurst Streetcar, a frequent service with stops on Lakeshore Boulevard at Bathurst Street and Stadium Road. The Chief General Manager of the Toronto Transit Commission, in his comments on the sub-area plan (see Appendix G), states that the T.T.C. will continue to work with Harbourfront Corporation to ensure adequate surface transit service to residents and employees of the area, as development proceeds. He suggests that new services may include a Queens Quay West bus or streetcar service, but points out that no definite commitment has been made by the T.T.C. at this time to any specific service improvements.

3.11.1 Intermediate Capacity Transit System (ICTS)

The Harbourfront Transportation Plan, prepared and approved by Council in conjunction with the Harbourfront Official Plan, indicates that transit services should be provided along Queens Quay West. However, as part of the O.M.B. approval of the Official Plan, the City entered into a three party agreement with Metropolitan Toronto and Harbourfront Corporation, which requires that Council protect an exclusive, east-west Rapid Transit corridor through Harbourfront, having regard to the other objectives of the Official Plan. The agreement specifies that sub-area plans are to be circulated to the Metro Planning Commissioner for comment respecting the corridor, and that when the need and alignment for the corridor have been determined by Metro and the T.T.C. in consultation with the City, Harbourfront and the T.H.C., Harbourfront will dedicate the protected lands to Metro.

In his comments on the Preliminary Plan, the Metro Planning Commissioner indicated that a corridor should be protected on Bathurst Quay, but that two possible alignments were being considered. One would be along the south side of Lakeshore Boulevard, and the other, within the Queens Quay extension right-of-way. Accordingly, the Commissioner indicated that adequate building setbacks should be incorporated in the design of parcels abutting Lakeshore Boulevard.

In consideration of those comments, Harbourfront commissioned a consultant's study, as contained in Appendix IV to the sub-area plan, to determine the route feasibility of the east-west corridor through and in the vicinity of Bathurst Quay and Spadina Quay. The study concludes that it is unnecessary to reserve any portion of Harbourfront lands west of Bathurst Street for an elevated transit system corridor. It also identifies other possible routes north of Lakeshore Boulevard. The Commissioner of Public Works and myself reviewed the study and concurred in the conclusion that there is no need to reserve an I.C.T.S. corridor through Harbourfront lands on Bathurst Quay. Notwithstanding, Harbourfront has reserved in the draft sub-area plan, a 5-metre setback on Parcel 1 abutting Lakeshore Boulevard, to ensure that a corridor can be accommodated here.

The Metro Planning Commissioner, in his comments on the draft plan, states that the right-of-way requirements for a transit service through Harbourfront have now been identified, and accordingly, a 10-metre wide strip of land adjacent to Bathurst Street and Lakeshore Boulevard should be protected. This right-of-way has been redefined, apparently, for a Light Rapid Transit (LRT) type of surface transit system. The route is assumed to follow Queens Quay east of Bathurst Street, but would pass through the north/north-east side of Parcel 6 and through the north side of Parcel 1 to presumably follow Lakeshore Bouelvard westward. The map contained in Appendix J outlines the route, and also shows an area reserved for a turnaround within the entrance to the major park.

In response to the Metro Planning Commissioner's proposal, Harbourfront has reiterated that a 10 metre right-of-way completely within Parcel 1 is not necessary, as demonstrated by the abovementioned consultant's study. Furthermore, Harbourfront asserts that such a setback would make the Cityhome project on Parcel 1 unfeasible, and render Parcel 6 undevelopable. It is also pointed out that the turnaround would reduce the size of the major park to less than the required 5-acre minimum.

In considering the matter, I do not find it possible to incorporate the Metro Planning Commissioner's request in the sub-area plan without making substantial changes. The alignment indicated by Metro appears to be excessive in the amount of land it takes from Parcels 1 and 6, and it does not recognize the possibility of using a portion of the existing generous Lakeshore Boulevard and Bathurst Street rights-of-way. Further, it avoids passing through any portion of the Imperial Oil property at the southwest corner of Lakeshore and Bathurst, at the expense of Parcel 6. The possibility of using part of this property should be investigated.

I have discussed the foregoing concerns with Metro planning staff, and it has been agreed that Metro will re-assess its comments in consultation with the TTC and Harbourfront. I hope to be able to report directly to Council on the matter, so that my recommendations can be considered by Council in conjunction with my report on the Bathurst Quay Sub-Area Plan.

3.12 Building Envelopes

The proposed building envelopes for the parcels within the sub-area as well as parcels 7, 8, and 9 outside the sub-area are shown on Map 8. The latter are included for information only and will require separate sub-area plan approval. The envelopes must conform with the height limits established by the Harbourfront Zoning By-law and with the City's Light, View and Privacy Standards. Since the provisions in the Zoning By-law are relatively general, the sub-area plan provides the City with the opportunity to review the proposed built form in greater detail.

On the western portion of Parcel 1, the plan would permit a building height of up to 32 metres above grade (about 13 storeys). Buildings on the remainder of Parcel 1 could not exceed 25 m (10 storeys). The sub-area plan specifies a minimum height of about 4 storeys for Parcel 1, consistent with the minimum height of buildings on Parcel 2A across the street, and in recognition of the need to provide noise buffering between Lakeshore Boulevard and the new neighbourhood.

Parcel 6, adjoining Parcel 1 on the east, may accommodate a building of unlimited height under the zoning provisions. However, the gross floor area the proposed plan allocates to this parcel would restrict the building to about 21 storeys. Pursuant to Schedule "G" of the Master Agreement, the portion of the site situated within the Bathurst Street view corridor cannot be developed in a manner which would obstruct views southward.

The Zoning By-law would permit buildings up to 25 m in height on Parcel 2A. Map 8 indicates that the maximum height will be reduced to 15 m (6 storeys). The building envelopes for Parcels 2A and 2B ensure that there is a continuous building edge along the streets which define the block. They also guarantee a certain amount of open space between the buildings. As discussed in Section 3.6, some of this is to be designed so that it is publicly accessible.

The proposed envelopes for Parcels 3 and 4 reflect the same principles which apply to Parcels 2A and 2B. Low rise buildings up to 15 m in height would line Stadium Road, with higher buildings up to 25 m facing the park. Provision is also made for a publicly accessible open space interior to the block. Parcel 5

continues the 25m height limit along the park edge, except within the view corridor, and takes advantage of the maximum permitted zoning height of 30m along Stadium Road. The angular plane provision in the Zoning By-law would require the building to step down to 15m, or about five storeys, along the water's edge promenade.

The proposed building envelopes within the sub-area are generally consistent with the urban design principles on which agreement was reached at the preliminary planning stage. However, I have concern respecting the provisions for those portions of Parcels 5 and 6 which lie within the view corridor. Map 8 indicates a height of 2m (6.6 feet) above the finished grade elevation of Queens Quay West for these areas. The plan suggests that this height is necessary to accommodate a parking structure constructed above the water table, with landscaping on top. At the same time, Harbourfront acknowledges that it is difficult to predict, at this stage, the precise height of such a structure above finished grade.

I have reviewed what the likely intrusion of structures 2 m above grade would be on views within the Bathurst corridor, and conclude that the impact on overview probably would not be significant. The acceptability of such structures, rather, has more to do with their landscape and design as viewed from grade. With appropriate treatment of exterior surfaces, parking structures within the view corridor could be acceptable. I therefore recommend that Map 8 be amended to delete reference to height in respect of the view corridor, but instead, that the principle be noted that the corridor is to be free of visual obstruction. Further, I recommend that the approval of the sub-area plan be conditioned on Harbourfront agreeing to submit, for my review and approval, drawings which show the height and elevations above finished road grade elevations, of any structures proposed to be erected within the view corridor on Parcels 5 and 6, when application is made for Development Review for each parcel. This should give Harbourfront the flexibility to deal realistically with the situation in future while protecting the City's interest in seeing that the urban design principles behind the view corridor are upheld.

Also included in this section of the sub-area plan is Map 9 showing the views and vistas which are protected and enhanced by the proposed development pattern on Bathurst Quay. Views of the parklands, with the water and historical Island Airport structures beyond, will be a feature of major significance in Bathurst Quay itself as well as the area to the north. Map 9 illustrates the importance of maintaining an appropriate amount of open frontage on the water's edge in order to secure this unique resource and should be approved.

3.13 Pedestrian Circulation System

The pedestrian circulation system proposed for the sub-area is shown in concept on Map 10. The major functional component will be sidewalks within the street rights-of-way. Diagrams 2.2 to 2.6 contained in Appendix II to the sub-area plan indicate the proposed sidewalk widths. They are to be approximately 3.5 metres along the parkside of Queens Quay and Park Road, and about 2m elsewhere except along North Street where they would be slightly less than 2m.

The sidewalks are to be complemented by pedestrian walkways which will penetrate all of the major blocks and connect the end of the water's edge promenade to Stadium Road. As discussed in section 3.6, the park and promenade will provide ample opportunity for interesting strolls. The pedestrian circulation system shown on Map 10 should be approved. Detailed plans and drawings will be submitted for the review and approval of the Commissioner of Public Works and myself.

3.14 Recreation Space

Recreation space is to be provided in conformity with the Harbourfront Zoning By-law and will be reviewed in greater detail in Development Review.

3.15 Community Services and Facilities

This section of the proposed sub-area plan, together with further materials contained in Appendix L-2, outline Harbourfront's progress to date on the provision of schools, day care, health facilities and convenience retailing for the new neighbourhood. Last year, Harbourfront initiated the creation of the Bathurst Neighbourhood Committee, with representation from the three cooperative housing residents groups, Cityhome and Harbourfront. The Committee has been meeting on a regular basis to discuss various community development matters. For the most part, its attention has been focussed on consideration of day care. A sub-committee was struck to assess the potential community need for day care and to explore the various issues involved in the creation of a day care program. The City's Workplace Day Care Coordinator has been involved in this work at the Committee's request.

In March, 1983, a day care needs survey of the housing co-ops was conducted. From the results, it would appear that a facility for 20-24 children aged 0-5 years would meet the immediate demand. Accordingly, the sub-committee outlined three alternative courses of action for consideration. They are:

1. That no action be taken towards the development of a new day care facility. Under this scenario it is likely that the committee would further elect to monitor the availability of day care spaces in the general vicinity of Bathurst Quay and explore appropriate means of meeting the future demand for the service.

2. That a working iterim board be established and commence efforts to establish a day care facility to serve Phase 1, possibly in a portion of an existing structure on Bathurst Quay or in a new structure.

3. That a working interim board be established and commence efforts to establish a major day care facility that would serve more than Phase I needs. These efforts would, in part, focus on initiating the involvement of other potential user groups in the vicinity of Bathurst Quay (e.g. Dylex, Molson's, Globe and Mail, etc.).

Obviously, the major obstacle to building a new facility is the lack of available capital funding. While it is anticipated that local employers may contribute toward the development of day care in the area, their involvement would be part of a long term strategy. However, since there will be a demand for day care at the time of occupancy of Phase 1, a short term solution should be found. The Workplace Day Care Coordinator suggests two possible alternatives for a temporary facility. One involves the provision by Harbourfront of enough rent-free space in the MTV Building to accommodate at least 25 children. The other alternative involves exploring a cooperative arrangement with the existing Garrison Creek Day Care in the Niagara Street School. In either case, an interim board of directors would be responsible for raising the necessary funds for renovation and start-up costs.

In the longer term, space for a non-profit day care program could be required as a condition of development of Parcels 6, 7 or 8. This facility should be designed to meet the needs of both Harbourfront residents and employees in the surrounding area. I suggest that the above outlined approaches for short and long term provision of day care on Bathurst Quay be endorsed. Also, the Workplace Day Care Coordinator should be authorized to pursue the short term options in the interest of securing a facility which will be available upon occupancy of the Phase One development.

With respect to schools, Appendix VI(a) and (b) to the sub-area plan contains letters from the Toronto Board of Education and the Metropolitan Separate School Board confirming, in both cases, that there is adequate capacity in existing schools to the north to accommodate the number of school-age children expected.

Provision is made in the sub-area plan for the development of commercial retail space to serve the future residents. However, it is recognized that the Phase One development may not, in itself, support such space. Finally, in the Preliminary Plan, I indicated that Bathurst Quay is not in the catchment area of any community support services agency, but that my staff will undertake to encourage the extension of catchment areas when and where appropriate. This will be done in consultation with the Bathurst Neighbourhood Committee.

3.16 Housing Goals

In my report on the Preliminary Sub-Area Plan, I discussed the housing goals set out in the Harbourfront Official Plan which are relevant to Bathurst Quay. In consideration of the housing scenario provided by Harbourfront, I concluded that the implementation of the Preliminary Plan should go a long way towards achieving the overall Harbourfront goals for family housing, assisted housing and family assisted housing. Now that detailed design work has been done, it would appear that there may be some difficulty in reaching the family target as a result of the various competing site planning objectives inherent in the Harbourfront development concept. Should this prove to be the case when a final unit count is confirmed in Development Review, I will report further.

One goal which I indicated could not be evaluated in the Preliminary Plan report, given the available information, is that which requires a significant proportion of 3-bedroom units on Bathurst Quay. In Table 7 of the draft sub-area plan, Harbourfront estimates that about 18% of the units in the Phase One development will have 3-bedrooms or more. I consider this proportion to be significant and will confirm compliance in Development Review. Further, Harbourfront should be encouraged to provide at least a similar proportion of large units in subsequent development phases.

Another housing goal which was not evaluated also for lack of information is the provision of approximately 35% of the total new dwelling units in Harbourfront as units containing two bedrooms or more. Table 3 in the sub-area plan estimates that 66% of the units would have two bedrooms or more, therefore the Bathurst Quay sub-area will be well in excess of its share of the overall Harbourfront target.

One additional matter which I wish to comment on pertains to the accommodation of four group homes for severely handicapped children in the residential buildings on Parcels 1 and 2B. These homes are best located within two floors of grade so that they are easily accessible to outdoor play space. This would reduce the

amount of family housing which can be provided on the parcels by about 21 units. Given the nature of the use displacing the potential family housing, I believe the proposal is worthy of support. Further, both CMHC and myself requested that the group homes be designed to permit conversion to regular units in the event that the group homes cease to operate. Accordingly, plans have been submitted which suggest, to my satisfaction, how family units could be constructed within the allotted space.

Harbourfront has requested that the group homes be counted as family units in the sub-area plan in aid of achieving the Official Plan goal of between 10% and 20% of all new housing in Harbourfront as family housing. Since the homes are not going to be family housing as this term is interpreted by Council, I do not recommend this approach respecting the group homes. However, if there is a problem in achieving the family housing target, as I have indicated there may be, Harbourfront should not be penalized for its efforts to consider the needs of the handicapped.

3.17 Environmental Goals

In accordance with Section 6 of the Official Plan, the sub-area plan gives consideration to four environmental elements: noise impact, micro-climate, energy conservation, and the quality of air, water and soil. The only comments I wish to make relate to noise and micro-climate.

Appendix VII to the sub-area plan contains a Noise Impact Statement prepared pursuant to my recommendation in the Preliminary Sub-Area Plan report that Harbourfront include in the sub-area plan a general Noise Impact Statement, taking into consideration the Canada Malting Plant, the Toronto Island Airport and Lakeshore Boulevard; and to specify in such Statement any special acoustical provisions which should be taken into consideration in the design and landscaping of buildings or public open space. The Statement discusses the effects of the aforementioned noise sources and concludes as follows:

- The proposed development can be designed to comply with recommended indoor noise criteria using standard construction techniques along with straight-forward acoustical treatments.

- Outdoor recreational space, courtyards and the public park will be exposed to noise levels which are only marginally above recommended criteria, but which are representative of noise levels observed in the "quieter" wards of the City of Toronto.

- Attention to acoustical design is required for the building detailing stage to ensure control of noise intrusion into functional-use spaces.

The Commissioner of Public Works finds the statement to be satisfactory, but recommends the submission of a separate detailed Noise Impact Statement for each proposed development at the time of application for Development Review. I will recommend accordingly below.

Appendix VIII contains a pedestrian level wind environment study for Phase One of Bathurst Quay. The study concludes:

- The proposed development can generally be expected to have a moderating influence on the wind micro-climate of the major park, other portions of the Quay, as well as Spadina Quay.

- The massing and overall layout of the development is generally effective.

- Possible areas of concern are portions of east-west streets and passages opening onto Stadium Road, which are expected to be relatively windy.

- Wind speeds in these potentially windy areas can be moderated through the use of landscaping in the form of trees, wind screens, berms, and other shelter elements.

The study makes specific suggestions respecting the moderation of wind conditions through building design for each development parcel in Phase One, as well as for the entire project. Harbourfront should take the findings of the study into account in preparing detailed landscape plans for publicly accessible open space. Harbourfront has instructed the Phase One proponents to do the same in preparing plans and drawings for Development Review.

3.18 Compatibility Between Uses

In my report on the Preliminary Plan, I indicate that the only concerns respecting compatibility between uses on Bathurst Quay are those related to noise levels. These concerns are dealt with in the preceding section.

4. Summary of Recommended Revisions

The revisions to the maps of the sub-area plan which have been proposed in Section 3 above, are summarized as follows:

1. Map 1b, Sub-Area Boundaries - delete the structures shown at the south end of the sub-area.

2. Map 5a, Open Space location - show the general location of the future public park, approximately 1.5 acres in size, to be located on Parcel 8.

3. Map 5b, Open Space Concept Plan - note that all design elements shown are conceptual only.

4. Map 8, Building Envelopes - delete reference to permitted building height within the view corridor and instead, indicate that the corridor is to be free of visual obstructions, note that Parcels 7, 8 and 9 are not part of the sub-area plan.

5. Map 11, Locations of STOL Parking - delete the option of an above-grade parking structure at the south end of the park.

6. Recommendations:

1. That Figure 2 and Maps 1b, 2, 4, 5a, 5b, 6, 7c, 7d, 8, 9 and 11 which are included in Appendix A to this report be revised as described in Section 4 and shown in Appendix B to this report, and as so amended, be approved as the Bathurst Quay Sub Area Plan, subject to the following:

(a) the approval by Council of a report from the Commissioner of Planning and Development respecting the protection of a Rapid Transit corridor through Bathurst Quay, as discussed in Section 3.11.1 of this report;

(b) Harbourfront Corporation agreeing to:

(i) adjust the parking supply proposed on Bathurst Quay on the basis of the approved recreational parking strategy, once such a strategy, satisfactory to the Commissioner of Public Works and the Commissioner of Planning and Development, has been adopted, as discussed in Section 3.9 of this report;

(ii) comply with Recommendations 1(a), 1(b), 1(c), 1(d), 1(e), 2(a), 2(b) and 2(d), respecting municipal services, set out in the report (April 8, 1983) from the Commissioner of Public Works contained in Appendix D-1 to this report, as amended by his report (May 31, 1983) contained in Appendix D-2 to this report, as discussed in Section 3.5 of this report;

(iii) secure access to non-residential parking facilities provided in residential developments for members of the public at all reasonable

to a right-of-way for access purposes in favour of the Grantor until such time as the said land has been laid out and dedicated for public street purposes, as discussed in Section 3.3 of this report;

(ix) make the conveyance of land referred to in paragraph (viii) prior to the execution and registration against title to lands within the sub-area of the servicing and related agreements, as required by paragraph 6.1 of the Harbourfront Master Agreement;

(x) include in the plans and drawings for the major park, to be submitted to the Commissioner of Parks and Recreation and the Commissioner of Planning and Development for their approval pursuant to paragraph 7.1(d) of the Master Agreement, the following facilities:

(aa) a floodlit combination playfield;

(bb) play structures for both pre-school children and youth;

(cc) a structure(s) that would house public washrooms, playground storage space and park storage space;

(dd) a wading pool;

and to pay for all of the aforesaid facilities, as dicussed in Section 3.7 of this report; and

(xi) submit to the Commissioner of Planning and Development for his approval, plans and drawings which illustrate the general design principles to be used on all public streets within the Bathurst Quay Sub-Area, with the exception of Bathurst Street, prior to or coincident with the submission of plans and drawings for the development of any land within the sub-area, pursuant to Section 40 of the Planning Act, as discussed in Section 3.7 of this report.

2. That the text, tables and appendices of the draft Bathurst Quay Sub-Area Plan submission be received for information, and that for the purposes of interpretation, where the text, tables and appendices differ from the maps amended and

approved pursuant to Recommendation 1, or differ from Section 3 of this report, the approved maps and Section 3 shall prevail.

3. That Harbourfront Corporation covenant to use its best efforts to obtain the conveyance of the public park of at least 5 acres, as outlined on Revised Map 5a contained in Appendix B to this report, and that the City accept the offer of such conveyance.

4. That Harbourfront Corporation covenant to use its best efforts to obtain the conveyance of the public park of approximately 0.6 acres, as outlined on the aforesaid Revised Map 5a, at such time as this area is no longer required for the purposes of temporary parking for the Toronto Island Airport, and the City accept the offer of such conveyance when it is made.

5. That the water's edge promenade, as outlined on the aforesaid Map 5a, be secured by way of a permanent easement for a public right-of-way, and that pursuant to paragraph 7.1(c) of the Harbourfront Master Agreement, the City notify Harbourfront Corporation in writing, within 30 days of the date of approval of the sub-area plan, that it will not accept an offer to purchase or the conveyance of the said water's edge promenade.

6. That in preparing a draft sub-area plan which includes the public open space to be provided on Parcel 8, as shown on Revised Map 5a contained in Appendix B to this report, Harbourfront be requested to locate such space so that it provides a strong visual and pedestrian link between the open space system on Spadina Quay and the major park on Bathurst Quay, and has its major frontage on Bathurst Street, as discussed in Section 3.6 of this report.

7. That the provision of an off-street fitness trail on Bathurst Quay be approved, in principle, subject to determination of its technical feasibility by the Commissioner of Planning and Development in consultation with the Commissioner of Public Works and Harbourfront Corporation, as discussed in Section 3.6 of this report.

8. That the approaches outlined in Section 3.15 for the short and long term provision of day care on Bathurst Quay be approved, in principle, and that the Workplace Day Care Coordinator be authorized to pursue the short-term options described therein.

9 That I be requested to submit my report referred to in Recommendation 1(a) above, respecting the protection of a Rapid Transit corridor through Bathurst Quay, directly to Council.

Land Use Committee

May 26, 1983

Stephen G. McLaughlin
Commissioner

BGS:ks:jp

Appendix A

BATHURST QUAY SUB-AREA PLAN

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6. Parking/Vehicular Access
7a/b. Island Airport Access and Parking
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5. APPENDICES

I Bathurst Quay Preliminary Sub-Area Plan

II Harbourfront Bathurst Quay Design Guidelines - Phase One (as revised) (submitted under separate cover)

III Bathurst Quay Municipal Servicing Requirements for Phase I - F.J. Reinders & Associates

IV Intermediate Capacity Transit System
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V A Description of the Conceptual Design of the Bathurst Quay Park - Floyd and Gerrard, Landscape Architects

VI Letters - Community Services
a) The Board of Education for the City of Toronto
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VII Noise Impact Statement for the Phase I Bathurst Quay Development SNC Inc., Consultant Engineers

VIII Pedestrian Level Wind Environment for Phase I of the Bathurst Quay Development
N. Isyumov, P. Eng
The Boundary Layer Wind Tunnel Laboratory

University of Western Ontario

BATHURST QUAY SUB-AREA PLAN

1. INTRODUCTION

The Bathurst Quay Sub-Area Plan constitutes the fourth sub-area plan submission prepared by the Harbourfront Corporation pursuant to the Master Agreement between the City of Toronto and Harbourfront Corporation.

This sub-area plan falls completely within Mixed Use Area E of the Official Plan and contains Harbourfront's proposed development plans for all lands west of Bathurst Street. Consistent with the objectives of the Official Plan and the Master Agreement, these plans include the development of the full complement of assisted housing on Bathurst Quay and five acres of open space suitable for dedication as a major public park. Further, it permits the future development of two private residential parcels with associated non-residential uses at grade.

The assisted housing component, referred to as Phase I in this submission, will be developed along with the major park and road system immediately upon the approval of this plan.

Detailed design guidelines have been prepared for Phase I and are included as Appendix II to this submission. Section 2 of these guidelines should be referred to for a detailed description of the urban design and site plan objective for Bathurst Quay.

This submission makes provisions for a possible STOL parking garage in areas of future developent on Bathurst Quay. Also, Appendix IV, contains a report prepared by Dillon Consulting Engineers and Planners which considers the requirements of a possible I.C.T.S. facility in the area of Spadina and Bathurst Quays in relations to the proposed development.

This sub-area plan has been prepared to be in conformity with the Harbourfront Official Plan, Zoning By-law 569-80 and the Master Agreement. For ease of reference, the following sections are organized within the framework of Section 4.1 (a) of the Master Agreement.

2. BATHURST QUAY SUB-AREA PLAN: TEXT

2.1 Sub-Area Plan Boundaries

The location of Bathurst Quay within the context of Harbourfront and adjacent lands is indicated on Map 1a.

The boundaries of this sub-area plan are indicated on Map 1b. The sub-area boundaries are defined as follows:

- to the north, along the southern boundary of the existing right-of-way of Lakeshore Blvd., along the south-western and southern property line of the lands owned by Imperial Oil and northerly, along the western boundary of the existing right-of-way of Bathurst Street, to the southern boundary of the existing right-of-way of Lakeshore Blvd., and including the Bathurst Street right-of-way;

- to the east, the eastern boundary of the existing right-of-way of Bathurst Street;

- to the south, the seawall along the western channel; and,

- to the west, the eastern boundary of the existing right-of-way of Stadium Road.

The inclusion of the Bathurst Street alignment and the exclusion of that portion of Queens Quay West east of Bathurst Street and west of Spadina Quay, are the only variations in the boundaries of this sub-area plan from those contained in the Preliminary Bathurst Quay Sub-Area Plan, as approved by Council on September 7, 1982. (See Appendix I, Preliminary Bathurst Quay Sub-Area Plan). There are several reasons for these boundary changes. First, that portion of Queens Quay West east of Bathurst Street was approved by Council on July 8 and 9, 1982. Its inclusion in this submission is therefore no longer required. Also, Bathurst Street has been included in this sub-area plan at the suggestion of the City Commissioner of Planning and Development. Certain changes to the dimensions of the existing right-of-way and paved area widths are under consideration by City Officials and are discussed in Section 2.3. As well, Harbourfront is proposing certain uses for a portion of the existing Bathurst Street right-of-way at its southern terminus as discussed in Section 2.9.1.

The boundaries for this first phase of the development of Bathurst Quay have been selected in order to permit the immediate development of the assisted housing component within the context of:

a) all proposed development by the Harbourfront Corporation west of Bathurst Street; and, b) the development of a coherent urban design concept

focusing on the major park to be provided on Bathurst Quay.

The boundaries of this sub-area plan encompasses all of the new proposed streets west of Bathurst Street, the entire assisted housing component to be developed on Bathurst Quay, two private development parcels adjoining the assisted housing, the major park and the water's edge promenade.

The total land area within the boundaries of this sub-area is approximately 67,600 square metres, comprising approximately 62.5 per cent of Mixed-Use Area E of the Harbourfront Official Plan.

Lands available for development adjacent to the sub-area include those areas east of Bathurst Street both to the north and south of the Queens Quay West. Because this sub-area plan encompasses only a portion of the area comprising Mixed-Use Area E, a description of the development potential for the balance of the area, together with a detailed explanation of how it may be accommodated in a manner consistent with the Official Plan, Zoning By-law and Master Agreement, is included in Section 2.8. For ease of reference, the balance of Bathurst Quay has been divided into hypothetical parcel areas, the boundaries of which are substantially identical to those contained in the preliminary sub-area plan. These areas are identified on Map 1b as Parcels, 7, 8, and 9.

Within the context of the Official Plan and Zoning By-law, the lands east of Bathurst Street are viewed as areas suitable for non-residential uses, including marina-oriented industries that are environmentally compatible with adjacent uses. Therefore, development in this area will include the significant proportion of non-residential uses permitted on Bathurst Quay.

Further, any residential uses developed east of Bathurst Street will be developed in structures which will contain non-residential uses at grade.

There are two existing uses east of Bathurst Street which are to be maintained. It is Harbourfront's intention that the structure at 545 Lakeshore Blvd., presently used as offices and studios and leased by Multilingual Television (Toronto) Ltd. (M.T.V.), remain over the long term. Similarly, the malting plant operation located east of the southern terminus of Bathurst Street and currently leased by Canada Malting Co. Limited, will remain until at least 1991.

Parcel 7 is comprised of Harbourfront lands north of Queens Quay West east of Bathurst Street and southeast of the area occupied by the M.T.V. building.

Parcels 8 and 9 represent the balance of Mixed-Use Area E and are comprised of those lands east of Bathurst Street, south of the Queens Quay West.

Although they represent at least two future development areas, Parcels 8 and 9 encompass a single unit of land. As such, there is flexibility for several development options in terms of the nature of future uses and the deployment of permitted density. This flexibility is particularly critical since Parcels 8 and 9 will accommodate a significant public open space over and above that being offered for dedication within this sub-area plan. Specifically, Harbourfront will reserve +/- 1.5 acres of land within Parcels 8 and 9 in accordance with the City's August 26, 1982 planning report dealing with the preliminary sub-area plan in order to accommodate certain recreational facilities contemplated by municipal authorities. These facilities are an ice rink (convertible to tennis courts), a swimming pool and service building.

The exact size of the open space to be offered for dedication east of Bathurst Street will partially depend on whether any of the facilities listed above can be constructed in conjunction with the at-grade, non-residential uses to be developed in Parcels 5 through 9. For example, the possibility of developing an indoor swimming pool, as opposed to an outdoor facility on Parcels 8 and 9, could be explored. Should any of the identified recreational facilities be developed together with other future development on Bathurst Quay, the area of the +1.5 acre park will be reduced by a corresponding amount.

Because the area of the future +/- 1.5 acre park outside of the boundaries of this sub-area plan, the precise location, configuration and design of the space will be determined at the time a sub-area plan for Parcels 8 and 9 is prepared. However, in accordance with Recommendation No. 6 contained in the City's report on the preliminary sub-area plan as adopted by Council, Harbourfront will ensure that the additional lands to be offered for dedication east of Bathurst Street have major frontage on either Queens Quay West or Bathurst Street.

2.1.1 STOL Parking Garage

As indicated on Map 11, this submission identifies Harbourfront's preferred location for a 400-space parking garage in association with the Toronto Island Airport. This site is identical to that outlined in the preliminary sub-area plan and indicated in Appendix I, Figure I Section 1.10. Specifically, Harbourfront has maintained its preference for a location within Parcels 8 and 9 directly west of Canada Malting. A STOL garage in this location would be convenient for airport users because of its proximity to the ferry

terminal, while creating an appropriate use adjacent to the malting plant.

In order to minimize the visual impact of an above grade parking structure in this location, Harbourfront would endeavour to incorporate non-residential uses at and above grade along the Bathurst Street frontage in conjunction with the parking facility. Further, a parking garage west of Canada Malting would serve as a buffer between the malting plant, the park and the residential development proposed by this plan.

Other options outlined in the preliminary sub-area plan included the possibility of a STOL facility located one-half level below grade at the southern end of the proposed park with a landscaped deck above. Since that time, Harbourfront has prepared a conceptual design for the park and conducted investigations into the relationship between final road grade elevations and the parking facilities related to the assisted housing component. (See Appendix III, Municipal Servicing Requirements for Phase I.) Harbourfront's servicing report indicates that the avoidance of costly below grade construction techniques related to the water table could result in finished road grade elevations considerably higher than anticipated, particularly in the southern portion of Bathurst Quay. Similarly, this situation would be encountered in the case of a parking structure constructed above the water table in the park. Accordingly, the finished park elevation, including appropriate landscaping, could be up to 2 metres higher than park area adjacent to any proposed parking structure. Such new grade levels could affect not only the recreational activities being contemplated for the park, but also the views and vistas currently afforded by its central position within the quay.

Accordingly, Harbourfront is now indicating that any parking garage structure located on the lands which are proposed for dedication as public park land be constructed below grade. Further, it should be noted that, apart from the considerable expense with such a parking solution would entail, (the structure would be located below the water table) there is also the considerable expense related to landscaping the roof of structure. Also Harbourfront only suggests this alternative provided that the achievement of the urban design and functional objectives for the major park would not be adversely affected.

The preliminary sub-area plan also outlined the combining of a below grade STOL parking facility in combination with the development of Parcel 5. While technically feasible, this proposal raises certain issues concerning the resulting scale of development, its relationship to the assisted housing and

potential adverse traffic impact on the local residential character of the area. For these reasons Map 11 indicates that access to such a parking facility should be taken from Bathurst Street only. Also, the financing and other commitments related to this parking solution would have to be secured prior to the development of the park and proposed building on Parcel 5.

Map 11 indicates an alternative location for an above grade parking facility not indicated in the preliminary sub-area plan. This alternative is being suggested as a result of discussions with the Toronto Harbour Commissioners, Transport Canada, and the Metropolitan Toronto Planning Department. This alternative proposes that it would be possible to construct an above grade structure at the southern terminus of Bathurst Street and on lands lying immediately to the east of the existing ferry dock. While this alternative is not Harbourfront's preferred location, this alternative does permit the integration of the docking facilities access road and servicing facilities and a parking garage in one location only. Other alternatives indicated on Map 11 would require the continuing existence of the access and service road to the ferry docks in a location separate from the parking garage facility. However, it should be stressed that Harbourfront would only consider this particular alternative provided that it can be demonstrated that Harbourfront's preferred alternative is not feasible, and provided that the design of such a facility does not adversely impact on the urban design concept for Bathurst Quay. Further, in considering this alternative at the appropriate time, Harbourfront would wish to investigate the possibility of integrating such an above grade parking structure with other land uses for the same reasons indicated above for Harbourfront's preferred alternative.

In consideration of the housing, urban design and open space objectives for Bathurst Quay, as well as the functional and commitment requirements for an appropriate parking structure related to the Toronto Island Airport and its existing access facilities, Harbourfront proposes that the most appropriate location for a STOL parking facility is within Parcels 8 and 9.

2.2 LOCATION OF STREETS, BUILDINGS AND DEVELOPMENT PARCELS

Map 2 illustrates the Bathurst Quay site plan and indicated the proposed parcels for new development, the dimensions and location of existing public highways, proposed streets and private roadways. Map 1b indicates the locating of the existing buildings to be retained.

Section 2.1 of the Harbourfront Bathurst Quay Design Guidelines, Phase I (refer to Appendix II) contains a detailed discussion on the street pattern objectives. The proposed right-of-way dimensions, pavement widths and boulevard treatment vary to suit the different street functions.

With one exception, all proposed street right-of-way and pavement widths conform to those recommended by the City Commissioner of Public Works in his report on the Bathurst Quay Preliminary Sub-area Plan.

The proposed right-of-way width of North Street is 16.5 metres except in the location where the proposed street curves southward between Parcls 1 and 2a as illustrated on Map 2. The distance between Lakeshore Blvd. and North Street in this location creates considerable building deployment constraints for Parcel 1. Any further reduction of this distance could affect the feasibility of building deployment on Parcel 1. Similarly, the proposed increases to the Stadium Road right-of-way, as well as to all new streets proposed in Phase I, as recommended by the Commissioner of Public Works, have cumulatively impacted on the proposed developments parcels to the extent that no further reduction in size and configuration is possible.

Therefore, the relocation of the alignment of North Street, to permit a 16.5 metre right-of-way in all locations while investigated, cannot be accommodated if the housing objectives, and in particular, family housing requirements, are to be achieved.

Parcels 1 through 6, as indicated on Map 2, are intended entirely for new development. Parcels 1 through 4, accommodating the assisted housing and known as Phase I, will be developed immediately subsequent to receipt of all necessary municipal and other government agency approvals.

Parcels 5 and 6 are intended for future private residential uses with non-residential uses at grade.

Section 2.8, Uses and Densities, contains further information on the approximate lot areas for Parcels 1 through 6 as well as the specific densities and uses allocated to each parcel.

The existing Joy Oil gas station located southeast of the intersection of Stadium Road and Lakeshore Blvd. is contained in City Council's list of historical buildings. (List 24, adopted on June 11, 1979). The station is comprised of two structures and is, in part, located in Parcel 1a, as indicated on Map 2, which has an approximate area of 720 square metres. Harbourfront has been requested by the Toronto Historical

Board to consider retention of these structures in recognition of their architectural and historical significance.

The turretted structure is located completely within Parcel 1a and therefore will not be affected by proposed development on Parcel 1. Given the severe site planning constraints in this portion of the site, and in order to provide a reasonable configuration for the development on Parcel 1, it is not possible to extend Parcel 1a further south ot include the garage structure. Nevertheless, Harbourfront, in concert with the Parcel 1 proponent, will endeavor to retain this structure if feasible.

The existing use as a gas station will continue in the short term. The long term use of Parcel 1a will depend upon the continued viability of a gas station in this location, the retention of the garage structure and the investigation of alternative uses which may effectively make use of the existing structure(s). Should the gas station use be ultimately replaced, it is likely that portions of Parcel 1a would be appropriately landscaped as open space accessible to the public.

The majority of lands within the sub-area are currently used for park-related, recreational activities and programs. These activities and programs are primarily co-ordinated by Harbourfront's Programming Division. Harbourfront will undertake discussions with the City concerning the continuation of these public programs and will co-operate with the City in the creation of new programs which will be suitable to the future major public park.

Two surface parking lots currently exist on the site. The first is located along Stadium Road and primarily serves the non-residential uses to the west. This parking area will not be retained. The second, illustrated on Map 7a, is presently located directly north of the Toronto Island Airport access facilities and provides parking for 123 cars in association with the Toronto Island Airport. This parking will be retained in a different location for reasons discussed in Section 2.9.1.

No other buildings or existing uses are to continue on the lands within this sub-area plan.

2.3 EXISTING STREETS AND ROADWAYS

The existing public highways, as illustrated on Map 2, are Stadium Road and Bathurst Street.

In accordance with the recommendation from the Commissioner of Public Works in his consideration of the Bathurst Quay

Preliminary Sub-area Plan, Harbourfront will reserve a 2.48 metre wide strip of land along the east side of the existing alignment of Stadium Road. The conveyance of this land would be made prior to the improvement of Stadium Road and would increase the current 14.02 metre right-of-way to 16.5 metres.

Map 2 illustrates the existing right-of-way and street pavement dimensions for Bathurst Street south of its intersection with Queens Quay West. In view of the recent approval of the alignment of Queens Quay West east of Bathurst Street, it is anticipated that the City would upgrade the capacity of Bathurst Street north of the newly approved intersection in concert with Harbourfront's construction of Queens Quay West. Therefore, a preliminary design for the upgrading to Bathurst Street to be undertaken by the Commissioner of Public Works for that portion of the public road north of Queens Quay West has been illustrated in Plan 2.

Map 3 replicates a drawing of Bathurst Street which was prepared by the Commissioner of Public Works in order to test the feasibility of reducing the current 31.7 metre right-of-way to 20 metres south of Queens Quay as part of improvements to the existing public street. In the event that the City implements these changes to Bathurst Street, the reduced right-of-way and location of the pavement width would result in an increase to the eastern boundary of the public park of approximately +/- 1,800 square metres. (.44 acres)

The existing private roadway to the Toronto Island Airport ferry will be retained in approximately its current location.

There are no other private roadways or public highways within this sub-area.

2.4 CONNECTIONS WITH PUBLIC STREETS

This sub-area plan indicates several connections with existing public streets.

i) The intersection of the existing primary north-south access, Bathurst Street, and Lakeshore Blvd., a major east-west transportation corridor under the jurisdiction of Metropolitan Toronto, is maintained.

ii) Queens Quay West, the primary east-west Harbourfront link, will intersect with Bathurst Street south of Lakeshore Blvd. At this intersection, Queens Quay will have a right-of-way width of 20 metres and a minimum pavement width of 14 metres east of Bathurst Street, and 10 metres west of Bathurst Street with additional pavement widths for appropriate turning lanes.

iii) Queens Quay West will intersect with Stadium Road.

iv) North Street will intersect with Stadium Road south of Lakeshore Blvd. and will provide access to Parcels 1, 2a, 2b and 6 as well as a secondary route from Lakeshore Blvd. to Queens Quay West.

v) South Street, located between Parcels 4 and 5, is local east-west residential street and will intersect with Stadium Road and connect it to the proposed southern terminus of Park Road.

2.5 MUNICIPAL SERVICES

Existing and proposed municipal services are indicated on Map 4. With reference to Section 6.6.1 of the Official Plan, a detailed description of proposed storm water service is included as Appendix III.

All new services will be designed and constructed by Harbourfront Corporation in accordance with City of Toronto standards and specifications and as approved by the Commissioner of Public Works. All such services will be dedicated to the City of Toronto in conjuctionn with the dedication of the new street rights-of-way.

Any building connections will be carried out by the individual developers of parcels as required, in accordance with the City of Toronto Standards and Specifications and as approved by the Commissioner of Public Works.

Figure 2 and 3, Appendix III indicates proposed storm drainage and finished public street elevations on Harbourfront lands and optimum finished grade elevations for Stadium Road. Figure 2, Appendix III indicates proposed storm drainage and finished public street elevations on Harbourfront lands with minor and no upgrading of Stadium Road. Both figure 2 and 3 are included in Appendix III as a result of Harbourfront's investigation of the relationship between finished public street elevation, cost effective construction related to the historical high water table design standards, and their combined impact on the elevation of the first habitable floor slab above grade of the assisted housing component.

Appendix III describes these relationships and provides recommendations regarding the ranges of finished grade elevations available to provide satisfactory drainage and optimum finished grade elevations taking into account the most desirable urban design conditions.

2.6 LOCATION AND DIMENSIONS OF AREAS TO BE OFFERED FOR PUBLIC PARKS

The location and dimensions of areas to be offered for conveyance to the City of Toronto for public park purposes within this sub-area are indicated on Map 5a (location) and Map 2 (dimensions). The total of these areas are approximately 5.62 acres.

Assuming the ferry access road remains in the location indicated on Map 5a, the major park consists of a single unit of land comprising 5.05 acres and suitable for active recreational purposes in accordance with Section 4.3 of the Official Plan and Section 7.1(b) of the Master Agreement.

The matter related to the Toronto Island Airport parking and access facilities as discussed in Section 2.9.1 requires that the development of the lands to be offered for dedication as public parkland by this sub-area plan be phased. The first phase will include the major park consisting of a single unit of land with an area of approximately 5.05 acres. This park shall be developed in tandem with the Phase 1 housing component. The second phase will include those lands directly south of the island airport access road, comprised of a single parcel of land approximately .57 acres in area.

Approval of this sub-area plan will ensure that this smaller park area may only be temporarily used as island airport parking and will utimately be conveyed to the City as public park.

A 7-metre wide water's edge promenade will extend across the entire south perimeter of all lands offered for dedication. Harbourfront will enter into an appropriate agreement with the City of Toronto in order to guarantee public access across the water's edge as indicated on Map 5b. The water's edge promenade has an area of approximately +/- 1,372 square metres (.34 acres).

Harbourfront does not presently administer a 6.94 metre strip of land lying between the water's edge and Harbourfront lands but is currently discussing acquiring the management of this 6.94 metre strip of land, presently under the jurisdiction of the federal government.

2.6.1 Location and Dimensions Of Publicly Accessible Open Space

In addition to areas for dedication as public park, certain areas within this sub-area qualify as open space within the meaning of the term in the Official Plan, Section 4.1 and the Master Agreement.

Table 1 indicates the area of all types of open spaces to be provided within this sub-area plan. These areas are approximate and will be confirmed at the time of development review.

All areas which are to be developed as open space accessible to the public will be developed in accordance with the applicable guidelines contained in Schedule C of the Master Agreement.

Map 5a indicates the location of boulevard and sidewalk areas to be created along new public streets as well as those existing within the areas of public highways located within this sub-area.

Approximately .49 acres of boulevard and sidelwalks will be created within the 20-metre Queens Quay Extension right-of-way west of Bathurst Street. In the case of Stadium Road, approximately .21 acres of additional sidewalk and unpaved area will be created by the 2.48 metre strip of Harbourfront land to be conveyed to the City. In total, approximately 1.8 acres of publicly accessible open space will be created within this sub-area plan from the development of sidewalks and boulevards.

Certain parcel-related lands also qualify as publicly accessible open space within the meaning of the Official Plan. These lands are comprised of setbacks, courtyards, walkways and other open spaces which will be created on each lot on the lands not covered by building or used as private or shard recreational space.

The parcel related publicly accessible open space will be primarily comprised of the following:

Parcel 1

Approximately 2,000 square metres of open space accessible to the public will be provided in Parcel 1 and will be located in the general area indicated on Map 5a. In addition, a pedestrian through-route will be provided in order to provide direct pedestrian access from the intersection of Bathurst Street and Lakeshore Blvd. to the Phase I neighbourhood and the major park.

ii) Parcels 2A and 2B

Approximately 1,750 square metres and 935 square metres of open space accessible to the public will be developed in conjunction with Parcel 2A and 2B respectively, in the general areas indicated on Map 5a.

Proponents on Parcels 2A and 2B will provide a landscaped mid-block pedestrian access route approximately six metres wide linking Queens Quay West and the interior open space between the Parcels 2A and 2B buildings and North Street.

iii) Parcels 3 and 4

Map 5a indicates the areas in which the proponents of Parcels 3 and 4 shall provide approximately 1,545 and 656 square metres, respectively, of open space accessible to the public. The developers of these parcels will provide and landscape an east-west pedestrian mid-block route approximately six metres wide, in the general location indicated on Map 5a.

iv) Parcels 5 and 6

Approximately 735 and 790 square metres of parcel related open space, as indicated on Map 5a will be developed on Parcels 5 and 6, respectively. Additional open space areas could be created adjacent to the buildings associated with Parcels 5 and 6. Such areas are not indicated on Map 5a but will be identified at the time of development review.

Appendix II, Design Guidelines, Section 6, provides qualitative criteria for the development of parcel related open space for Parcels 1 through 4. In general, these guidelines provide that where parcel-related publicly accessible spaces are contiguous to each other, developers of Phase I shall co-ordinate their design to the extent required to ensure compatible uses, detailing and public accessibility. As well, all principal areas of open space accessible to the public shall be designed to be accessible to the disabled.

In summary, Table 1 indicates that approximately 10.24 - 10.36 areas of open space will be developed in conjunction with the uses proposed by this plan. Of this total, approximately 5.62 acres will be offered for dedication as public park. Between 2.50 and 2.62 acres of open space accessible to the public will be created with the development of Parcels 1 through 6. Proposed new streets will create approximately 1.78 acres of publicly accessible open space. Finally, the water's edge represents approximately .35 acres in area.

2.7 CONCEPTUAL DESIGN OF LANDSCAPING

The conceptual landscaping design of areas to be offered for dedication as public park is indicated on Map 5c. The conceptual design has been developed taking into consideration the guidelines contained within Schedules C and D of the Master Agreement. A discussion of the conceptual landscaping design and activities to be accommodated within proposed public parks is provided in Appendix V.

Map 5b illustrates the conceptual park design within the context of the street patterns, the conceptual design of street boulevards, and possible building figurations for all the lands within the sub-area plan boundaries. Detailed

street plans and sections are provided in Appendix II, Section 2, of the Design Guidelines.

Map 5b also indicates the conceptual design of the water's edge promenade within the context of the open space system. While this portion of the Harbourbour water's edge promenade will be similar in general character and materials to that already constructed within Harbourfront, its detailed design will respond to the features noted on Map 5b. Specifically the terminus of the entire Harbourfront water's edge promenade is located at the southwest corner of Bathurst Quay. In order to provide additional access to this terminus a strip of land not less than 2.48 metres wide along the western edge Parcel 5 will be provided as a pedestrial walkway connection between the water's edge and the terminus of Stadium Road.

Also, the detailed design of the water's edge promenade will respond to the terminus of the view corridor located immediately south of the southeast corner of Parcel 5, either by changes in levels, materials, or geometric configuration and heights of retaining walls, etc. Further, the portion of the water's edge located between the terminus of the view corridor and the western extremity of the water's edge will be designed to be compatible with the nature of non-residential uses to be contained in Parcel 5 immediately to the north.

The section of the water's edge south of the major park will be designed to respond to the following criteria. As the recreational activities to be contained in the creative play area will be distinct from those which occur along the water's edge promenade, the detailed design of the water's edge promenade will exhibit a design which provides for an appropriate separation of uses. Primary access to this portion of water's edge will be provided by way of the axial route through the park commencing at the intersection of Queens Quay West and Bathurst Street. A formal access route could be provided as a termination of the creative play area and a secondary access could be provided linking Park Street and the water's edge.

The public currently enjoys viewing the ferry and the aviation activity at the Toronto Island Airport. The water's edge promenade will be designed to provide appropriate viewing platforms from which the public may continue to view these activities and all marine activity in the western channel, as indicated on Map 5b. Also, the terminus of Bathurst Street will be recognized in the design of the water's edge and related park area.

2.8 USES AND DENSITIES BY PARCEL

Table 2 indicates the proposed uses and gross floor areas for each parcel within the sub-area plan as well as those parcels comprising the balance of Bathurst Quay.

Table 2 has been developed on the basis of certain assumptions regarding the development proposed by this sub-area plan. The proposed residential gross floor areas for Parcels 5 through 9 include approximately 50% of the shared recreations space requirements, under the assumption that approximately one half of the shared recreations space requirements will be constructed as indoor spaces. In accordance with Section 20(1)(c) of the Zoning By-law, Parcels 1 through 4, which comprise the assisted housing component on Bathurst Quay, do not include floor areas assigned to shared recreation space. Also, proposed floor areas do not include areas assigned to parking. Harbourfront anticipates that all of the parking required by proposed residential and non-residential uses on Bathurst Quay will be located one half level or more below grade. (See Section 2.9).

Lastly, in the absence of actual building design, the proposed maximum floor areas in the residential, non-residential and combined categories included in Table 2, are proposed within varying ranges of flexibility. More precise figures will be provided at the time of development review.

With respect to the parcels within this sub-area plan, of the total 119,250 square metres of combined residential and non-residential gross floor area permitted in Zoning By-law Area F, Bathurst Quay, 74,345 (+/- 15%) square metres of residential gross floor area and up to 3,735 square metres (+/- 25%) non-residential gross floor area is allocated to Parcels 1 through 6.

The following represents the proposed lot areas for the parcels within this sub-area plan and the resulting densities once the allocated floor areas are applied:

Parcel	Parcel Area -m2	Densities
1	+/- 5673.0	2.1 (+/- 15%)
2A	+/- 5187.0	1.0)+/- 15%)
2B	+/- 3127.0	3.5 (+/- 15%)
3	+/- 4862.0	2.0 (+/- 15%)
4	+/- 3842.0	2.2 (+/- 15%)
5	+/- 4615.0	3.5 (+/- 16%)
6	+/- 4320.0	3.6 (+/- 16%)

Lot areas will be confirmed by survey at the time of application for development review.

Table 2 provided two potential development scenarios for the allocation of the remaining gross floor areas permitted on Bathurst Quay. Taking into consideration the fross floor areas proposed for Parcel 1 through 6, the gross floor areas remaining can readily be accommmodated on Parcels 7, 8 and 9 under either a maximum residential or a maximum non-residential scenario.

Table 2 illustrates that in case of a maximum residential scenario, +/- 24,693 square metres of gross residential floor area, or the approximately equivalent of 209 units, can be allocated to Parcels 7, 8, and 9. Alternatively, under the maximum non-residential scenario, the remaining residential gross floor area is +/- 15,598 square metres, or the approximate equivalent of 132 units. These gross floor areas, regardless of the scenario, would likely result in one or two buildings which could readily be deployed on Parcel 7 along or in combination with Parcels 8 and 9.

Certain assumptions are made in testing the capability of Parcels 7, 8 and 9 to accommodate the balance of the non-residential densities permitted on Bathurst Quay. Specifically, allowing for appropriate areas for a STOL parking facility and a +/- 1.5 acre park, the combined lot area coverage (or 60%) to the maximum non-residential gross floor area of Parcels 7, 8, and 9 is approximately 15,240 square metres. Applying conservative assumptions regarding ground floor area (i.e. 18,617 square metres) and the combined lot area of Parcels 7, 8, and 9 (i.e. 15,240 square metres) results in densities of approximately two or less times the area of the lot. Under the maximum residential scenario and using similar assumptions the resultant non-residential density is considerably less.

These non-residential gross floor areas can be accommodated without undue difficulty on Parcels 7, 8, and 9. However, as previously reported to the Commissioner of Planning and Development, Harbourfront is concerned that the demand for extensive grade-related space for Harbourfront-related "special uses", will require considerable care in appropriately accommodating all future non-residential uses on these parcels, including the +/- 1.5 acre park and the STOL parking garage.

2.9 PARKING FACILITIES

The quantities and locations of parking facilities and areas proposed by this sub-area plan are based on the following principles:

(i) Parking facilities will be provided in accordance with the requirements of the Harbourfront Zoning By-law.

(ii) Each proposed development parcel will be self-sufficient in providing the required number of parking spaces.

(iii) To the extent possible, Harbourfront will minimize the visual impact of parking facilities by encouraging the provision of parking facilities approximately 1/2 level below grade.

Table 3 provides a parking scenario indicating the approximate number of parking spaces to be generated by each proposed development, on a parcel by parcel basis, all in accordance with the Harbourfront Zoning By-law. Further, Table 3 indicated the assumptions which have been used in determining the parking scenario. The specific quantities of parking generated by the development of parcels within the sub-area will depend upon the final unit type, and non-residential land use and may be confirmed at the time of development review.

Taking into consideration the lot area figures provided in Section 2.8, each parcel may readily accommodate the required number of parking spaces. Further, as required by Section 3 of the Design Guidelines, all parking facilities must be provided approximately 1/2 level below grade for all Phase I developments. Further, the guidelines do not permit surface parking. Based on the parking scenario provided in Table 3, both the size and configuration of Parcels 5 and 6 will permit similar principles to be adopted at the time of development.

As noted in Section 2.2.1., two existing parking lots bordering Stadium Road, which are currently leased to the National Yacht Club and Dylex Corporation, will be eliminated by the proposed development on Parcels 1 through 4. Harbourfront has had several discussions with both organizations to seek means by which their parking demand could be accommodated elsewhere. It is evident that given the uses proposed by this sub-area plan for Harbourfront lands, it is not possible to relocate surface lots within Bathurst Quay. At the same time, considerable site planning and other problems could be encountered by both organizations in attempting to accommodate their parking demand on their own lands.

Apart from Harbourfront's policy of co-operating with surrounding landowners, Harbourfront's principal concern in this matter relates to any potentially adverse impact of insufficient parking supply on the amenity of the new residential community on Bathurst Quay, and in particular, the new streets servicing this community.

Accordingly, Harbourfront has investigated the physical feasibility of providing additional parking approximately 1/2 level below grade constructed in association with parking

facilities required for the Phase I residential development. As indicated on Map 6, Parcels 2a, 2b, 3 and 4 may accommodate a total of approximately 160 spaces over and above those required for the residential development. Currently, Harbourfront is negotiating with Dylex Corporation regarding appropriate means to finance and operate a parking facility which could accommodate the bulk of their parking demand during office hours, and provide spaces during evenings and weekends for the National Yacht Club, and other recreational uses in the immediate area. Should these negotiations be successful, plans of the proposed parking facilities will be made available at the time of development review for buildings located on Parcels 2a, 2b, 3 and 4.

It should be noted that the gross floor area for this proposed parking facility does not appear in Table 2 since the floor area occupied by this facility would be below grade and therefore, not included in density calculations.

The design of such additional parking facilities would be subject to the same design guidelines related to those spaces required by the Phase I residential development as contained in Appendix II.

Map 6 illustrates the general locations of access to and egress from all parking facilities related to all proposed development in this sub-area plan. Two principles have been used in establishing both their number and location. First, given the relatively small number of parking spaces required by the Harbourfront Zoning By-law for proposed development in the sub-area, where possible, Harbourfront has required contiguous parcels to provide one shared access and egress facility. Secondly, in order to augment the amenities provided by the park, and street edges bordering the park, as well as reduce traffic on the street bordering the major park, parking facility access is limited to Stadium Road, North Street and South Street.

Finally, Map 6 indicates probable locations for loop driveways servicing the multi-storey residential buildings proposed for this sub-area plan, which the Commissioner of Planning and Development has advised will likely be required by means of the development review process.

2.9.1 TORONTO ISLAND AIRPORT PARKING

Under the terms of the quit claim by which the federal government assumed ownership of portions of lands in Bathurst Quay from the Toronto Harbour Commissioners, it is Harbourfront's responsibility to provide the lands illustrated on Map 7a for use as parking and access related to the Toronto Island Airport. The parking and access facilities currently

consist of the ferry dock, a land area for the accommodation of 123 parking spaces, areas for passenger delivery/servicing to the airport, and the existing ticketing/waiting structures. This latter agreement provides that the parking and access facilities may be relocated, subject to the satisfaction of the Toronto Harbour Commissioners.

As indicated on Map 7a, a certain proportion of these lands are to be offered for dedication as public park, and encompass a large proportion of the area currently being used for parking related to the Toronto Island Airport.

In order that Harbourfront may offer to the City a full 5 acres of land for dedication as public parkland in concert with the development of the Phase I assisted housing component proposed in this sub-area plan, Harbourfront is proposing to temporarily relocate the required parking and facilities. In the long term, the 123 parking spaces will be accommodated in the future STOL parking garage, as discussed in Section 2.2.1.

Several options for this parking relocation are presented in Map 7b through 7h. With the exception of options 7e and 7f, these options only differ as they relate to the location of the required turning circle for passenger unloading, and the relationship of the proposed facility relocation to the existing Bathurst Street right-of-way (31.7 m) and the reduced right-of-way investigated by the Commissioner of Public Works (20 m) as discussed in Section 2.2.

Options 7b through 7d exhibit certain similarities. Harbourfront is proposing to the City that the southern terminus of the Bathurst Street right-of-way be temporarily used for parking purposes until such time as an appopriate STOL parking facility is constructed and the amount of the Bathurst Street right-of-way proposed for such use. That portion of the public right-of-way proposed for parking use is not currently used for access to any buildings or structure.

Secondly, options 7b, 7c, 7d, 7g and 7h indicate that a small portion of the lands which Harbourfront currently leases to Canada Malting, adjacent to their head office building would be also used for parking purposes. Finally, all options retain a 7-metre walkway along the water's edge, with primary access taken from the 5.05 acre park for as long as the parking lot exists east of the ferry terminal.

The determination of the final use of that portion of the Bathurst Street right-of-way proposed for closing would occur at the time of the final relocations of the parking spaces. Harbourfront would suggest that appropriate portions be suitably landscaped by the City in association with the +/- .57 acre park on Harbourfront lands located south of the ferry

access road, and east of the ferry dock, both of which are assumed to be permanent features on Bathurst Quay for the purposes of this sub-area plan.

Plans 7e and 7f are only being proposed by Harbourfront as possible relocation alternatives in the event that the City determines that the southern portion of the Bathurst Street right-of-way may not be closed and temporarily used for parking. Under options 7e and 7f, the area of park available for immediate development as parkland is reduced from 5.05 acres to 4.68, and 4.74 acres respectively. When the final disposition of the 123 parking spaces is determined with respect to the options discussed above, Harboufront would ensure that the land area north of the ferry access road would be suitably landscaped as part of the full 5.05 acre park. It should be noted that the conceptual design of the park, as indicated on Map 5c, would not be seriously compromised by options 7e and 7f.

The Ministry of Transport has indicated to Harbourfront that the existing ticketing and waiting structure could likely be replaced by a one-storey, temporary waiting structure, approximately 100 square metres in size. Accordingly, all options indicated a zone within which such a structure could be located. To the extend possible Harbourfront will ensure that the design of the structure would be integrated into the final design of the adjacent 5.05 acre park.

Harbourfront's preferred options for the relocation of the Island Airport parking are illustrated on Map 7g and 7h. These options will permit Harbourfront to fulfill obligations to the Toronto Harbour Commissioners and permit Harbourfront to fully develop a 5 acre park in tandem with the development of Phase I project. These options are being reviewed by the Toronto Harbour Commissioners.

2.10 SERVICE AND LOADING

Map 6 indicates the general location of all service and loading facilities for the development of parcels within this sub-area plan. As is the case for parking facilities, it is Harbourfront's intention that the visual impact of all service facilities be minimized to the greatest degree possible. This intent is reflected in Appendix II, Design Guidelines, Section 3.

Table 4 illustrates the potential loading requirements for developments proposed in this plan in view of the uses and floor areas assumed in the development scenario previously outlined in Section 2.8 and Table 2.

The specific location of service and loading facilities for the development of the parcels within this sub-area plan will depend on final building design and will be subject to development review. All loading requirements will be provided in accordance with the requirements of the Zoning By-law. The exact type, number and location of loading spaces will depend on the specific use mix and will be finalized at the time of development review.

2.11 PUBLIC TRANSIT SERVICE

In the short term, the lands within the Phase I boundaries will continue to be served by the Bathurst Street streetcar, one of the most frequent T.T.C. facilities in the downtown area with headways ranging from 1 to 5 minutes from 5:00 a.m. to 9:40 p.m. and 6 minutes thereafter. The Bathurst Street streetcar stops are indicated on Map 10.

Harbourfront has undertaken discussions with the Toronto Transit Commission and all other relevant authorities regarding the implementation of appropriate new transit routes to serve Phase I upon the completion of development. These discussions have included the proposal to create a Queens Quay bus which would extend and link one end of Harbourfront to the other and connect into the central city transit system. Harbourfront's preliminary suggestions for other possible new routings are illustrated on Map 10. Further, the Harbourfront Transportation Study, Delcan Consultants Ltd., should be referred to for detailed information regarding possible transit routing across the Harbourfront site.

2.11.1 Intermediate Capacity Transit System (I.C.T.S.)

In January of 1981, the provincial government announced its commitment to the development of a rapid transit corridor which connects downtown Toronto to the central waterfront and the C.N.E., making use of the I.C.T.S. technology developed by the Urban Transportation Development Corporation.

However, given that the developments at Harbourfront will occur well in advance of an I.C.T.S. facility and that Harbourfront wishes to both support and ensure that the route options be compatible with Harbourfront development plans, Dillon Consulting Engineers and Planners were engaged by Harbourfront to study and identify route alternatives for Bathurst and Spadina Quays. The consultants' report is attached as Appendix IV.

For Spadina Quay, the report analyzes several options within the context of the transit corridor approved by City Council and Metropolitan Toronto as part of the Spadina Sub-Area Plan. This approved transit corridor lies along the north edge of

Harbourfront lands west of Spadina Avenue, and north of Harbourfront lands east of Spadina Avenue, extending between the eastern and western limits of the boundaries of the Spadina Sub-Area Plan. These boundaries extend from approximately 6 metres west of the Produce Building to 29 metres east of the office building located at 417 Queens Quay West.

The study area included Spadina Quay, since any investigation of route alternatives through Bathurst Quay would be an extension of feasible alternatives through Spadina Quay.

The Harbourfront Transportation Study provided overall levels of transit demand generated by Harbourfront developments. For Bathurst Quay in particular, the study concluded that transit demand would not warrant either an I.C.T.S. system or, given the implementaion of such a system, an I.C.T.S. station to serve the limited demands. However, the Dillon study concludes that should an I.C.T.S. system be integrated into the existing T.T.C. system, it is reasonable to assume that an I.C.T.S. station could be required in the vicinity of Bathurst Street and Lakeshore Blvd. to allow transfers between the I.C.T.S. and Bathurst Street streetcar.

Accordingly, the study analyzes several options for station locations, which in turn become the critical criteria in the analysis of route alternatives. The study recognizes the T.T.C. practice to provide maximum convenience for passenger transfers between modes and as a result recommends that the most desirable location for a station would be on the north side of Lakeshore Blvd., west of Bathurst Street.

The study also analyzes other station and route alternatives including locations on the south side of Lakeshore Blvd., west of Bathurst Street. Given the dimensions of the existing Lakeshore Blvd. right-of-way and pavement alignment, the study concludes that it is not necessary to reserve any portion of Harbourfront lands west of Bathurst Street for an I.C.T.S. corridor within Bathurst Quay. Of equal significance, the study indicates there are several feasible station location and route alignment options within and/or north of the existing Lakeshore Blvd. transportation corridor.

As indicated on Map 8 it should be noted that the minimum setback requirement from the northern boundary of Parcel 1 adjacent to Lakeshore Blvd. right-of-way is 5 metres. However, as indicated in Appendix II, Design Guidelines, Section 6, and unlike other parcels, no projections of building elements are permitted north of this minimum setback requirement. Also, no family units or personal recreation space at grade or with 4 floors of grade are permitted facing Lakeshore Blvd. Accordingly, Harbourfront has provided a

reasonable and safe distance between any transportation facility which could be constructed in accordance with the Dillon Route Feasibility Study, and any building constructed on Parcel 1.

The report and recommendations of the Commissioner of Planning and Development on the preliminary sub-area plan also contains a letter from the Commissioner of Planning for Metropolitan Toronto. This letter refers to two rapid transit corridors through Bathurst Quay. One of these corridors, which could be within the Queens Quay West, is not addressed in the Route Feasibility Study.

An elevated rapid transit system could have adverse urban design and social impacts on the new family neighbourhood should insufficient sensitivity be given to its design. The Bathurst Quay site plan, in addressing the housing and open space objectives contained in the Official Plan, provides a street and open space system strongly integrated with street-related housing. These objectives are further reinforced by the Design Guidelines related to the building design and the proposed conceptual street design. Within this context, Queens Quay West in Bathurst Quay will not only serve as the primary vehicular and pedestrian link between the new neighbourhood and the rest of Harbourfront, but will also serve as the "main street" of all Harbourfront development west of Bathurst Street. In summary, it is Harbourfront's view that an elevated transit system on Queens Quay West in Bathurst Quay would be potentially incompatible with and make it difficult to achieve the housing, open space, and urban design objectives of the Official Plan, Zoning By-law and Master Agreement.

2.12 BUILDING ENVELOPES

The building envelopes indicated on Map 8 are an extension of the site plan objectives achieved by the site plan proposed by this sub-area plan. A detailed description of the site plan objectives, the means by which they have been achieved and desired parcel and built form relationships are contained in Appendix II, Design Guidelines, Section 2. All building envelopes have been designed to conform with the objectives of Section 2.3 of the Official Plan, Section 35 of the Harbourfront Zoning By-law, and the City's Light, View and Privacy Standards.

The following description of building envelopes is intended to satisfy the requirements of the Master Agreement. However, for Parcels 1 through 4, considerably more detail is contained in Appendix II (Phase I Bathurst Quay Design Guidelines). For the purpose of this sub-area plan all areas and dimensions

ind[illegible]ed in Appendix II are approximate and will be confirmed at [illegible] time of Development Review.

Par[illegible] 1 is located within Height Flexibility Zone 6 esta[illegible]shed by Section 35(9) the Harbourfront Zoning By-law. This [illegible]ection permits buildings to be in excess of 25 metres in hei[illegible] provided that certain minimum areas having frontage on Lin[illegible] and B contained in Schedule 4 of the Harbourfront Zon[illegible] By-law, are left clear and unobstructed above and bey[illegible] a height of 25 metres above grade.

Par[illegible] 1 takes advantage of this section of the Zoning By-law whe[illegible] the proposed building envelope will permit a structure of [illegible]eight in excess of 25 metres, up to a maximum length of app[illegible]mately 90 metres on Line B, and 84 metres on Line A, in the [illegible]ation indicated on Map 8. Further, no building located wit[illegible] this height flexibility zone shall exceed a height of 32 [illegible]res above grade. For the remainder of Parcel 1, any pro[illegible]ed structure will conform to the 25 metre height limit. It [illegible] important to note that the extent to which any building loc[illegible] on Parcel 1 exhibiting a height which does not utilize the [illegible]aximum height flexibility allowance indicated on Line A and [illegible]e B for Parcel 1 on Map 8, the resulting difference wil[illegible] be shifted to Parcel 7 to the east of the boundaries of thi[illegible]b-area plan.

The [illegible]nimum height of any building to be located on Parcel 1 is [illegible]oximately 4 storeys, and in no case less than the hei[illegible] of any building to be located on Parcel 2a. This min[illegible] height is dictated by the necessity of protecting the Pha[illegible] I neighbourhood and the park from the noises generated by [illegible]ffic on Lakeshore Blvd., (See Appendix VII). Further, bui[illegible]o lines have been established adjacent to the eastern and [illegible]astern parcel boundaries for similar reasons. Setback line[illegible] and build-to lines for Parcel 1 are illustrated on Dia[illegible]m 6.2 in Appendix II.

The [illegible]ildings to be located on Parcels 2a, adn 2b are intended to [illegible]ovide a continuous edge along North Street, Stadium Road and [illegible]ueens Quay West. For this reason, as well as to increase sun[illegible]ght penetration to, and the area of open space accessible to [illegible]e public within Parcel 2a and 2b, a set-back line has been [illegible]established approximately 3 metres from the street edges of [illegible]ese parcels. Map 8 indicates that no buildings located on [illegible]cel 2A shall exceed a height of 15 metres above grade and [illegible]o building located on Parcel 2B shall exceed a height in excess of 25 metres above grade. Section 6.3 and 6.4 of Appendix II provides a detailed description of the building envelopes and built-form objectives for Parcel 2a and b, respectively.

The building envelopes for Parcel 3 and 4 are identical, and as indicated on Map 8, encourage buildings to provide appropriate building walls adjacent to streets and major park. Accordingly, set-back lines have been established approximately 3 metres from all street edges. Map 8 indicates that no building facing directly onto Stadium Road shall exceed a height of 15 metres above grade and that the remainder of any buildings located on Parcels 3 and 4 shall not exceed a height of 25 metres above grade. The separation between buildings to be developed on Parcel 3 and 4, which permits the mid-block pedestrian access indicated on Map 5b, has been located taking into consideration the pedestrian wind level recommendations contained in Appendix VII. Section 6.5 of Appendix II provides a detailed description of the building envelopes and built-form objectives for Parcels 3 and 4.

As indicated on Map 8, the proposed building envelope for Parcel 5, will permit no structure to exceed a maximum height of approximately 2 metres in the view corridor, a maximum height of 25 metres for most of the parcel, a maximum height of 30 metres in the location permitted by the Zoning By-law, and will conform to the angular plane provisions also contained in the Zoning By-law.

Minimum setbacks of approximately 3 metres will be provided adjacent to South Street, and the western parcel boundary. The overall urban design objective for the building envelope proposed for Parcel 5 is to provide an appropriate structure to frame the view corridor located on the eastern portion of the parcel and the major park.

The proposed building envelope for Parcel 6 is largely dictated by the location of the Bathurst Street view corridor which bisects the parcel. As indicated on Map 8, it is anticipated that any building of the view corridor, will take advantage of the height flexibility zone in the Zoning By-law. To the west of the view corridor, no structure will exceed a height of 25 metres. Setbacks provided from proposed streets will be appropriate to any grade-related non-residential uses.

For Parcels 1 through 4, Appendix II indicates that projection beyond proposed setback and build-to lines are permitted for a certain percentage of street-related building frontages. Accordingly, such projections are being proposed as part of this sub-area plan. Further, modifications to these provisions and other provisions contained in Appendix II may be required, in which case the design guidelines contained in Appendix II should be considered as approximate only.

Similarly, for all building parcels proposed in this sub-area plan, parking facilities will be located approximately 1/2 level below grade and therefore may extend to all parcel

boundaries, in front of the setback lines indicated on Map 8. Accordingly, the finished slab elevation of such parking structures which are proposed within setback areas, will exhibit heights exceeding finished road grade elevations. Since this height differential will vary in relation to final finished road elevations, it is not possible to indicate finished elevations in setback areas until development review.

Map 8 illustrates the views and vistas created by the development proposed by this sub-area plan. The parcel location and building envelopes will permit the enhancement of high and low level views of the major park and the water from various points on Bathurst Quay, as well as areas to the north of Harbourfront. Such views and vistas have been maintained and developed to be in conformity with Schedule G of the Master Agreement.

The retention and development of the Bathurst Street view corridor has been particularly significant in the massing of development. The corridor, which provides a conceptual link to the lake by the symbolic extension of the city grid street system, extends across the length of the quay from Lakeshore Blvd. to the water's edge. No structure above a maximum height of 2 metres above the average finished road grade elevation of Queens Quay West will encroach within the corridor.

Strong visual "anchors" are provided by the taller building forms on Parcel 5 and 6 which define and frame the corridor at its northern and southern extremeties. Further, in accordance with Recommendation No. 5, as adopted by City Council in their approval of the preliminary sub-area plan, the Bathurst Street view corridor will be a minimum of 20 metres in width.

Other low and high level views of the water from various points on the quay and north of Harbourfront, are illustrated on Map 9.

Also illustrated on Map 9 are various vehicular and pedestrian views of the major park. Several low level views along Queens Quay West and Bathurst Street are possible, given the scale of proposed development, the extensive park frontage along Queens Quay and the location of the main park entrance directly southwest of the intersection of Queens Quay and Bathurst Street. Because of its central position on the quay and its continuous southern extension along the water's edge, the major park offers expansive views directed to the water and the historical island airport structures.

2.13 PEDESTRIAN CIRCULATION SYSTEM

The pedestrian circulation system for this sub-area plan is illustrated on Map 10. The pedestrian circulation through the major park is illustrated in Map 5c.

The primary pedestrian circulation zones will be comprised of the major park, water's edge and the public sidewalks to be developed in conjunction with Phase I streets, most particularly, Queens Quay West.

The design of the street boulevards and sidewalks directly reflects the hierarchy of the street pattern, and urban design objectives of continuity, and public accessibility. Since the Queens Quay West will continue to be the primary link to Harbourfront, and operate as the "main street" of the developments proposed in this sub-area plan, boulevards and sidewalks will be appropriately scaled to reflect these functions. However, in contrast to Queens Quay West east of Bathurst Street, its design will be appropriately scaled and surfaced to reflect the predominantly residential character of the adjoining development. Similarly, in order to achieve greater definition of, and public accessibility to the major park, sidewalks and boulevards will be designed and scaled to refinforce these objectives. Frequent pedestrian crossings along Queens Quay and Park Street to the park are anticipated.

Narrower sidewalks, scaled to local residential standards are anticipated for the new local residential street system proposed by this plan. As indicated in Appendix II, Harbourfront will encourage the City to situate an upgraded paved roadway off centre in the increased right-of-way of Stadium Road in order to permit a 4.75 metre boulevard area adjacent to the Phase I housing. In addition to responding to the low scaled residential character of development along Stadium Road, the increased boulevard area would more readily permit necessary landscaping treatment in response to the anticipated local micro-climate (See Appendix VII). A more detailed discussion of the character of the streets, and diagrams, can be found i Appendix II, Design Gruidelines Section 2.

A system of internal open spaces created by the Parcels 2A, 2B, 3 and 4 building envelopes will be landscaped and made accessible to all pedestrians. Access to these landscaped open space areas, as well as those to be developed on Parcel 1, will be taken by strategically located pedestrian routes which will provide secondary connections between Lakeshore Boulevard and North Street on Parcel 1, North Street and Queens Quay on Parcels 2a and 2b, and Stadium Road and Park Street on Parcel 3 and 4.

2.14 RECREATION SPACE

Table 5 indicates the recreation space demands generated by the Zoning By-law standards for each parcel using the previously employed assumptions of unit numbers and mixes in Tables 2 and 3.

All parcels have been designed in order to allow the accommodation of the respective recreation space requirements within the areas of the prescribed building parcels. With respect to Parcels 1 to 4, proponents are encouraged to locate a proportion of the required shared recreation space on roof tops to take advantage of unobstructed views to the park, the western channel and the lake.

Absolute quantities of recreation space will be provided at the time of development review submissions and will conform to the recretaion space requirements of the Zoning By-law.

2.15 COMMUNITY SERVICES AND FACILITIES

Currently, no community services or facilities exist on the site. However, locally oriented services and facilities to the north of Bathurst Quay including convenience retail, day care, schools, medical facilities, etc. are conveniently accessible by transit. Access to these services and facilities will be increased once new transit routes and connections are established to service Bathurst Quay.

Harbourfront has had discussions with the Toronto Public and Separate School Boards regarding the number of school-aged children to be generated by future development and the necessity of providing school facilities. Both school boards have indicated that Harbourfront developments will not generate sufficient school-age children to require an on-site school. Further, both boards report that the steady average decline in the enrolments of central city schools creates ample capacity in the neighbourhood schools directly north of the site. See Appendix VI (a) and (b).

Similarly, Harbourfront has explored the necessity and desirability of providing neighbourhood medical/health facilities. As a result of discussions with City health authorities who were instrumental in the establishment of the St. Lawrence Neighbourhood Health Centre, it has been suggested that future development would not generate sufficient demand for an on-site medical facility. Refer to Appendix VI (c). Nevertheless, Harbourfront has undertaken preliminary discussions with officials from a central city hospital which have expressed interest in the development of a limited medical outreach facility at Harbourfront. The Niagara Neighbourhood Health Centre and Alexandra Park Community Health Care Centre are currently the nearest medical/health facilities to Bathurst Quay.

Currently, no day care facilities exist south of Queen Street within the vicinity of Bathurst Quay. Harbourfront has initiated discussions with Cityhome and the co-operative housing groups participating in the development of Phase I regarding the need and feasibility of providing and financing day care facilites within Phase I.

Should a day care be deemed desirable, it likely would be developed within one of the two parcels ot be developed by Cityhome in accordance with the conditions under which the municipal non-profit housing corporation will develop one half of all assisted housing on Bathurst Quay.

In order to determine the feasibility of local retail uses within Phase I, Harbourfront conducted a preliminary retail and market survey. The results of this preliminary investigation indicate that convenience retail would not likely be in a market area extensive enough to secure a successful long term operation. However, this situation may change with future development on Bathurst Quay. Also, Harbourfront, together with members of the Phase I housing groups, are conducting further dicsussions with private retail operators in an effort to test the interest in the development of a small convenience store in Phase I. Major retail uses within the Spadina Quay development, currently under construction, will be approximately 340 metres from the Phase I site.

Lastly, Harbourfront has initiated the creation of the "Bathurst Quay Neighbourhoods Committee". The purpose of the Committee, which has representatives from each of the Co-operative housing groups, Cityhome and Harbourfront, is to examine various issues of social and community significance as they relate to the development of Phase I. A sub-committee of the group is currently exploring the development of a day care facility.

The development of all community services and facilities, as defined by the Zoning By-law, Section 20, Subsection (1), Sub-paragraph (k) is made possible by the floor area has been allocated to parcels in this sub-area plan in order to permit the future development of such facilities.

2.16 HOUSING GOALS

Table 2 illustrates a possible development scenario for Bathurst Quay, and more specifically for Phase I of Bathurst Quay. The table indicates that approximately 74,345 square metres of residential floor area will be developed within this sub-area, yielding approximately 750 units. Absolute numbers of units will not be determined until development review submissions are made.

The Harbourfront Official Plan housing goals, Section 3.4, are expressed as percentage and fractions of overall residential development. Therefore, in order to assess the impact of the developments proposed in this plan against overall housing goals, it is necessary to consider the residential units anticipated across Harbourfront.

Table 6 provides a housing scenario which includes a quay by quay breakdown of unit types and tentures in accordance with the provisions of the Official Plan.

Phase I of Bathurst satisfies Section 8.5.2 of the Official Plan which suggests, as a guideline, that 50% of all housing on the site be assisted. In fact, it is anticipated that the assisted housing component will slightly exceed this percentage.

In relation to Section 3.4 of the Official Plan, a minimum of 240 units will be developed as grade related units, suitable for families with children. Further a significant portion of units will contain 3 bedrooms or more.

Two group homes for severely, handicapped children will be developed by the proponents of Parcels 1 and 2B. Each of the group homes will consist of a 7-bed facility with separate units provided in association with the group home for house parents and relief parents. The group homes will represent the approximate equivalents of 10, 3-bedroom units in each of these two parcels. Currently, the proposed geographic proximity and number of group homes is not permitted by the Harbourfront Zoning By-law. An appropriate application to the Committee of Adjustment has been submitted. Further, in the event that these group homes are located at grade due to the special requirements of housing for the severly handicapped, Harbourfront would request Council to consider the group homes as equivalent to a specified number of housing units suitable for children. This request cannot be made until such timas the location of the group homes is ascertained at the time of development review for the Phase I developments.

However, at this time, it should be noted that Canada Mortgage and Housing Corporation (C.M.H.C.) has established guidelines with respect to the area of typical unit types in accordance with the non-profit and co-operative housing programs. Similarly, C.M.H.C. has also established guidelines with respect to the development of hostels and/or group homes. In accordance with these guidelines, the area requirements of a 7-bed group home facility, and the equivalent representative number of 3-bedroom non-profit and/or co-operative units, can be determined.

2.17 ENVIRONMENTAL GOALS

Section 6 of the Official Plan requires the environmental consideration of four elements:

a) noise impact

b) micro climate impact

c) energy conservation

d) air, water and soil quality

a) Consideration of noise is addressed in Appendix VII, Noise Impact Statement prepared by SNC Consultant Engineers. The arrangement of building parcels, particularly Parcel 1, building heights and street configurations produces an acceptable noise environenment for the residential uses and major park.

b) Consideration of anticipated wind climate is discussed in Appendix VIII, Pedestrian Level Wind Environment for Phase I, of Bathurst Quay, by N. Isyumov, P.Eng. Generally, the Phase I site plan is an effective one from the perspective of the anticipated micro climate. Appropriate measures will be taken in east-west access areas in order to mitigate any conditions of accelerated wind speed.

c) Where feasible, the Bathurst Quay site plan has been developed with the intent of encouraging energy efficient development. Parcels north of Queens Quay West require building orientations which may effectively employ passive solar heat transfer techniques. Competing park and residential development objectives do not permit the orientation of parcels south of Queens Quay to provide the same opportunities for passive solar energy efficiency. However, as indicated in Appendix II, Section 3.11, Harbourfront encourages proponents to consider a variety of matters to maximize energy conservation.

d) Given their nature as low and medium-rise housing and park uses, the development proposed in this sub-area plan would not adversely impact on the existing Bathurst Quay air quality. Proposed development areas have been configured to permit lake breezes to ventilate the major park and portions of the Central Area via public streets and view corridor connections.

Phytotoxicological testing of the soil, primarily in the area of the park, will be undertaken with the supervision of the Ministry of th Environment. Preliminary analysis of soil samples from the Phase I site have been completed

and indicate the soil is suitable for the developments proposed in this plan.

There are no issues related to water quality which arise from the proposals contained within this submission. The control of surface water is discussed in the report contained in Appendix III.

2.18 COMPATIBILITY BETWEEN USES

No situations of incompatibility are expected as 95% of the uses proposed within this sub-area are residential in nature.

The non-residential uses of Parcel 5 and 6 will be developed in the first floors of the structures, a condition which is encouraged across Harbourfront. The amounts of non-residential uses allocated to these two parcels will require minor servicing requirements and would likely have little to no impact on the adjacent residential areas.

The existing office building located at 545 Lakeshore Blvd. is compatible with the uses proposed in this sub-area plan. In view of its distance from Phase I and its relatively low level of servicing, its impact on adjacent areas is minimal.

Canada Malting will continue in its operation of the malting plant until at least 1991. The two issues related to the continued industrial use of this site are in relation to noise and truck traffic. First, according to Appendix VII, the malting plant does not produce unacceptable noise levels in the general area of Phase I. Localized landscaping treatment along Bathurst Street can mitigate the slightly higher noise levels which may be experienced along the eastern edge of the park. Second, the Phase I site plan, and specifically, the street pattern and layout of building parcels, have been designed to separate, to the greatest degree possible, the traffic generated by Canada Malting and the local residential neighbourhood.

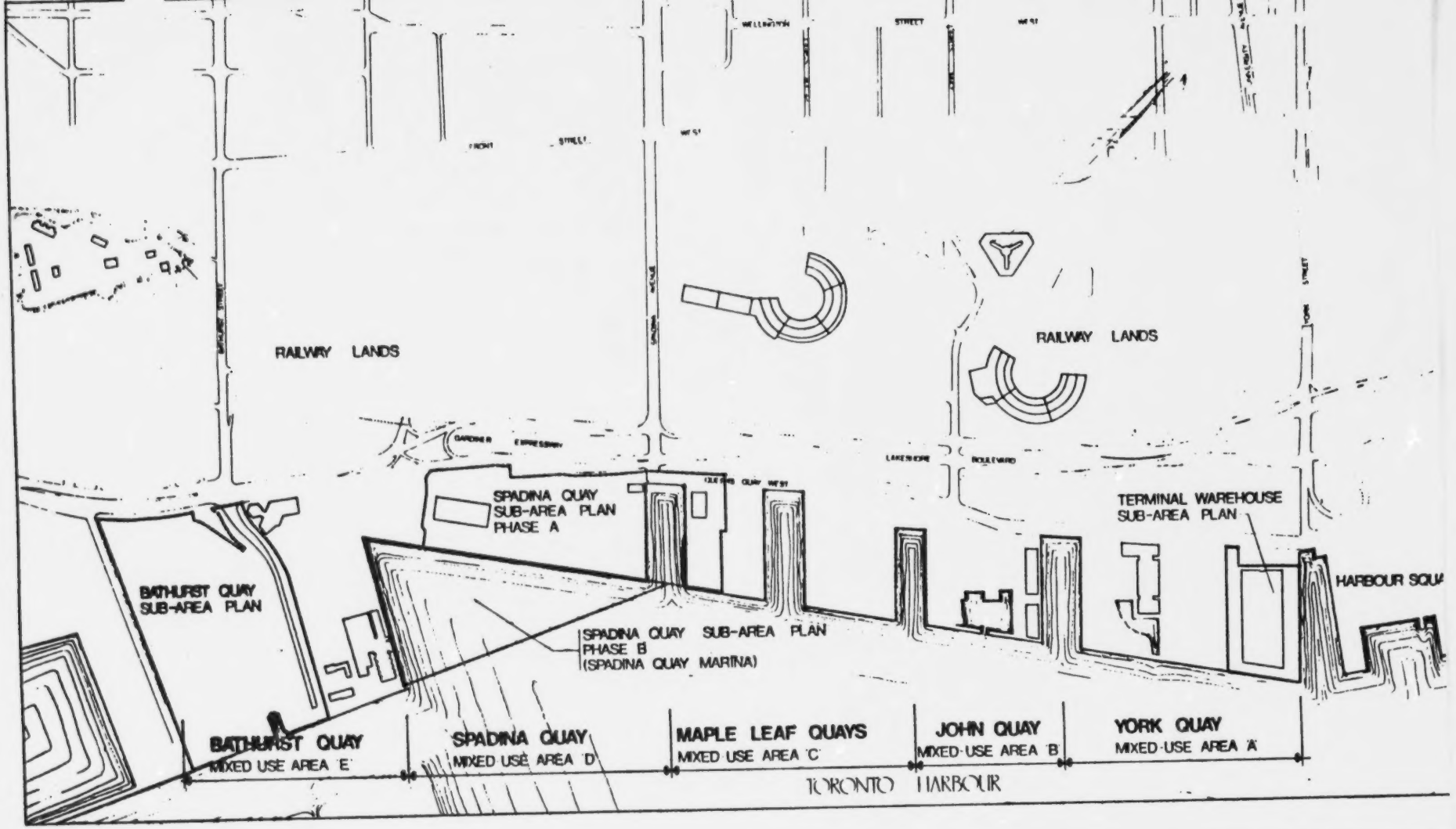
To the west of Phase I, the light industrial and commercial uses along Stadium Road, including Dylex Corp., are compatible with the proposed residential uses within this sub-area plan. In particular, the existing traffic levels are insignificant in comparison to the other mixed use areas of the City. Existing noise levels in the general vicinity of Stadium Road are well within acceptable limits.

2.19 PEAK HOUR TRAFFIC GENERATION

None of the uses listed within Section 4.1 (a) (xviii) having an aggregate gross floor area in excess of 20,000 square feet are proposed to be established within this sub-area plan.

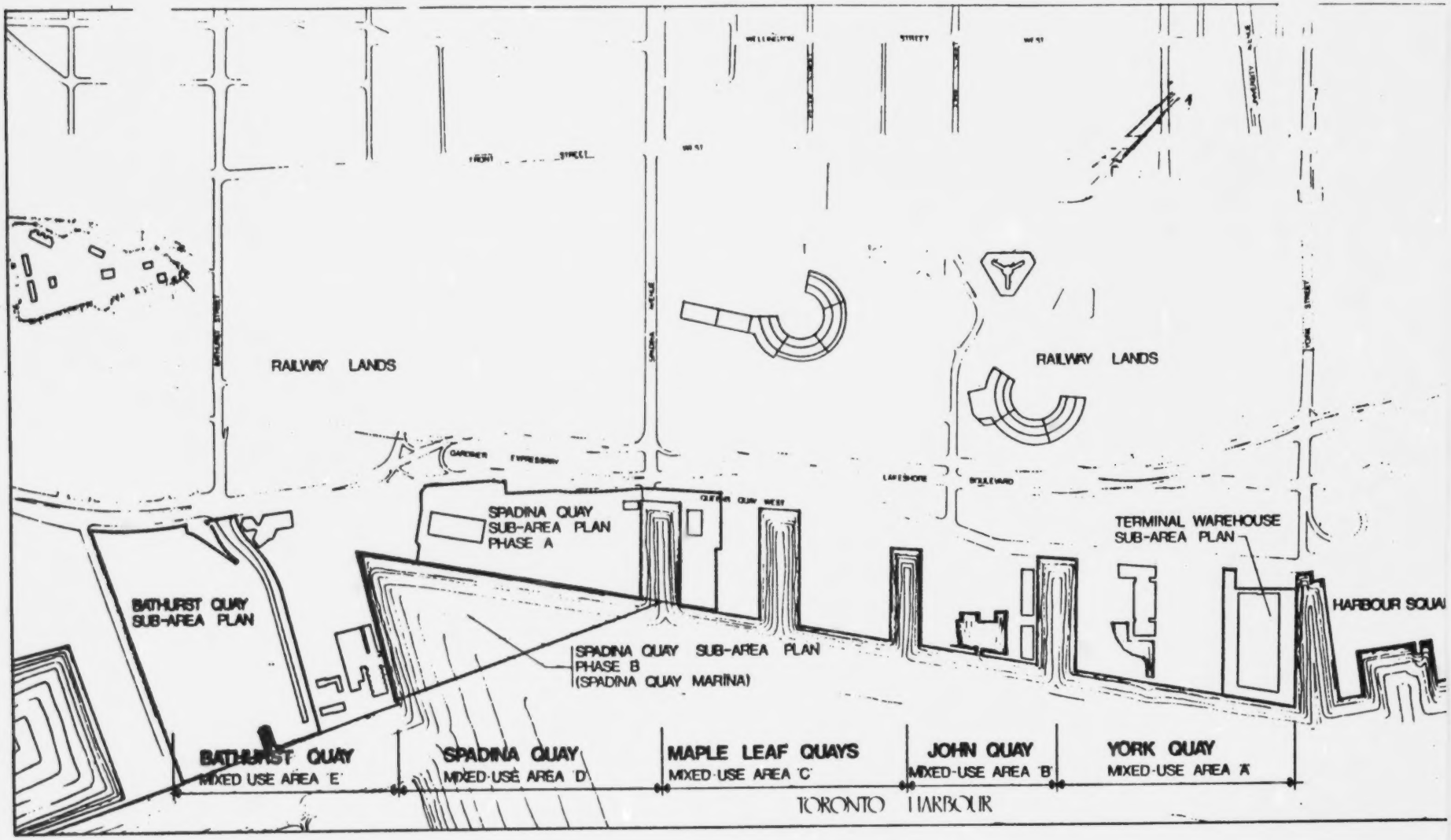
2.20 EXISTING GROSS FLOOR AREAS

As discussed in Section 2.2, the Joy Oil gas station will likely continue to exist and is located on Parcel 1a and portions of Parcel 1 as illustrated on Map 2. These two structures have a combined gross floor area of approximately 90 square metres. Table 2 indicates the non-residential floor area allocated to Parcel 1a, in th event the gas station structures cannot be retained. Finally, the structures associated with Toronto Island Airport could remain in their current location, for the short term, although, as discussed in Section 2.9.1, discussions have commenced on their relocation within the areas indicated on Map 7b through 7f.



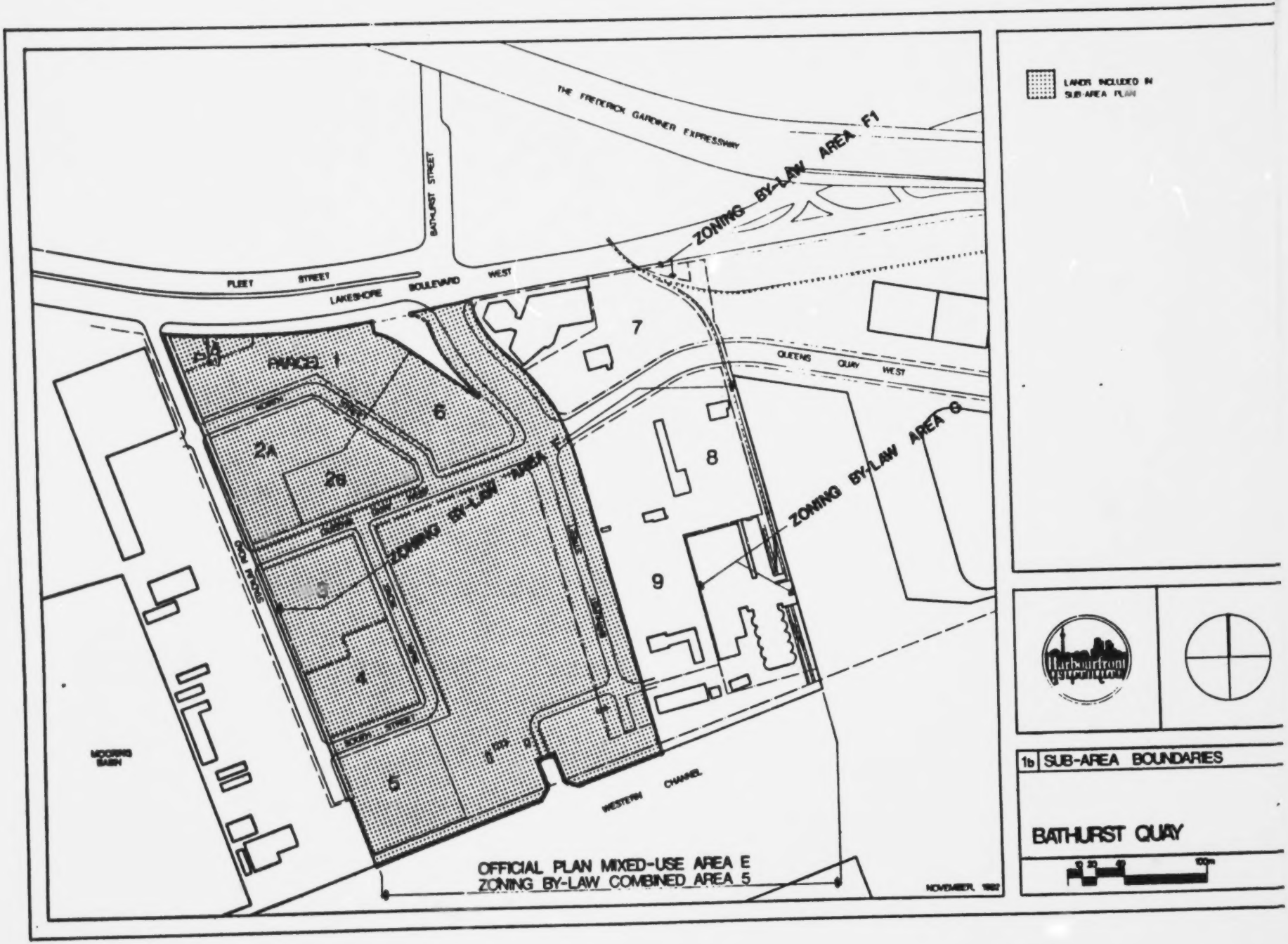
1a CONTEXT

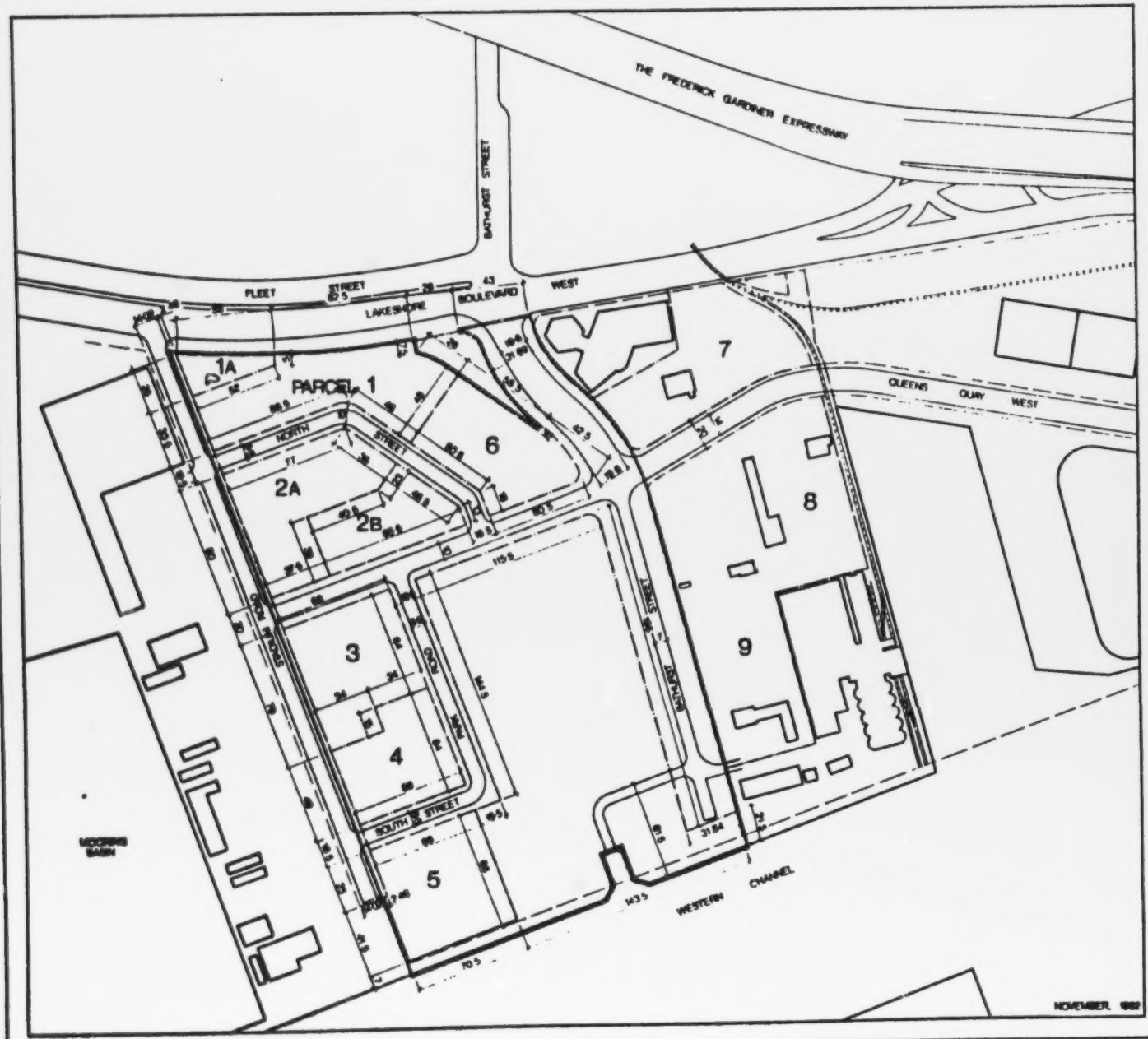
BATHURST QUAY



1a CONTEXT

BATHURST QUAY


LANDS INCLUDED IN SUB-AREA PLAN
THE FREDERICK GARDINER EXPRESSWAY
BATHURST STREET
FLEET STREET
LAKESHORE BOULEVARD WEST
ZONING BY-LAW AREA F1
QUEENS QUAY WEST
ZONING BY-LAW AREA G
PARCEL 1
2A
2B
6
7
8
9
4
5
ZONING BY-LAW AREA E
SPADINA AVENUE
NORTH STREET
SOUTH STREET
YORK STREET
BATHURST STREET
MOORING BASIN
WESTERN CHANNEL
OFFICIAL PLAN MIXED-USE AREA E
ZONING BY-LAW COMBINED AREA 5
NOVEMBER, 1982
1b SUB-AREA BOUNDARIES
BATHURST QUAY
0 20 40 100m

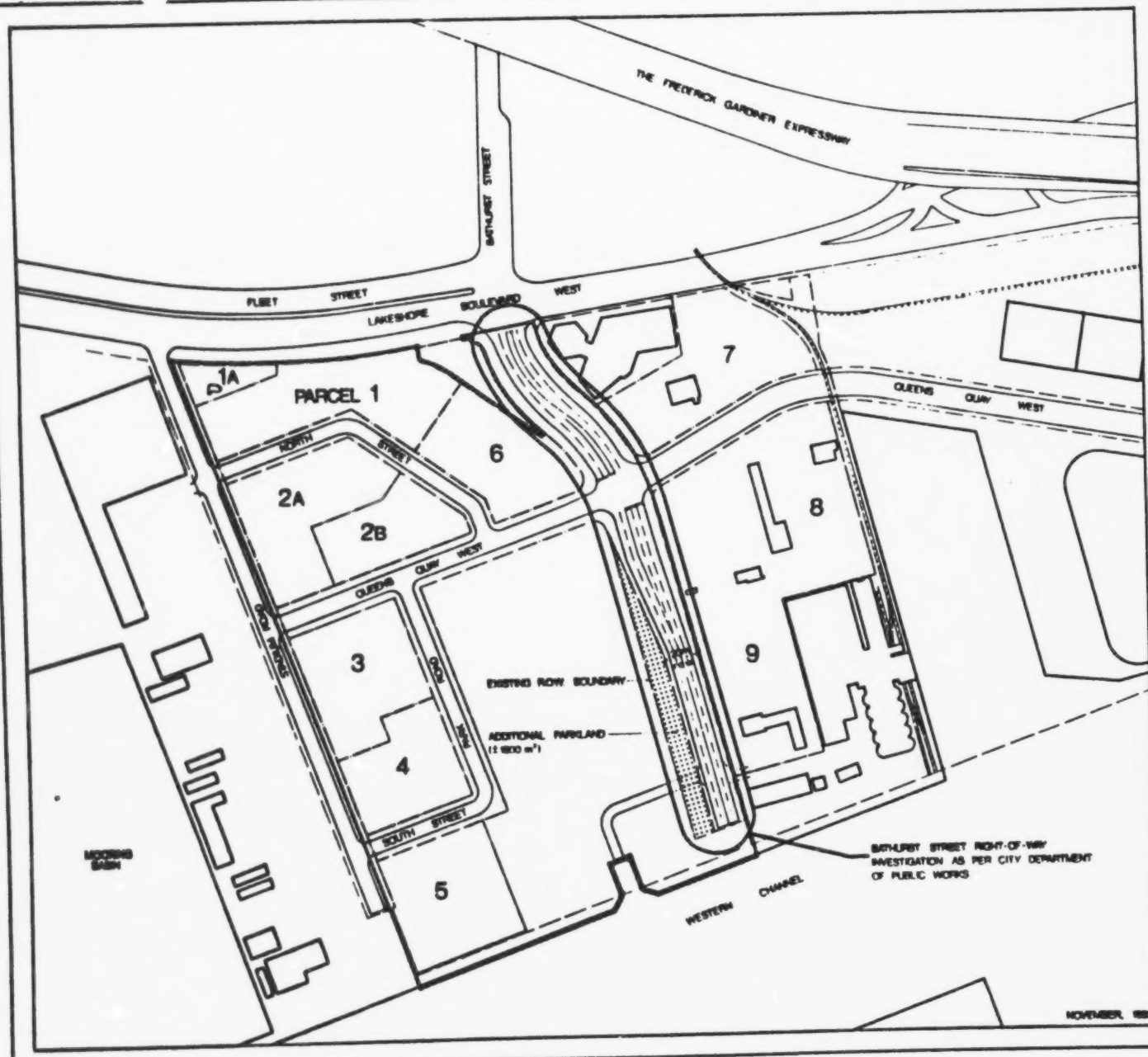


NOTE: Dimensions are approximate and will be confirmed by survey.

Harbourfront

2 PARCELS & DIMENSIONS

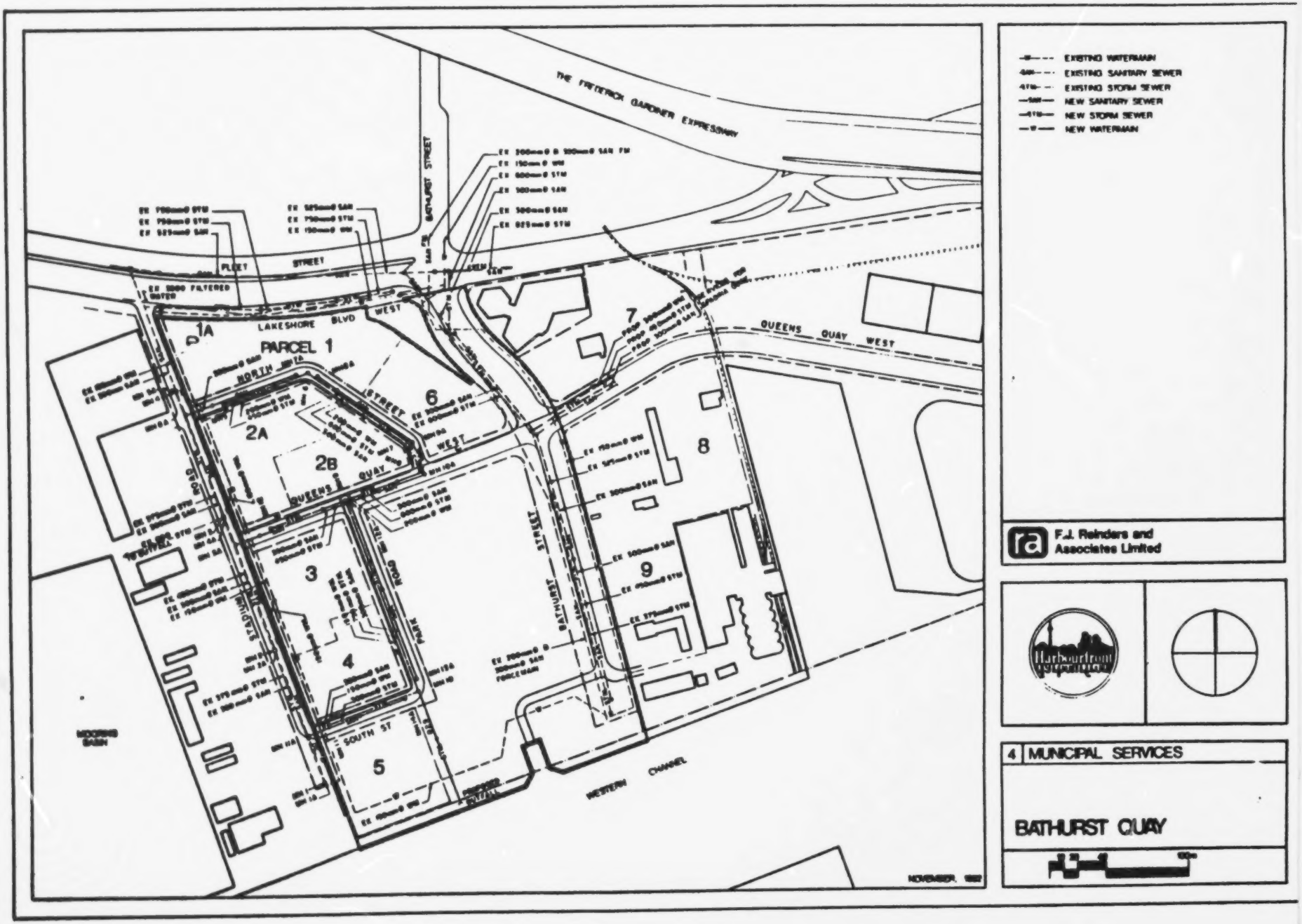
BATHURST QUAY

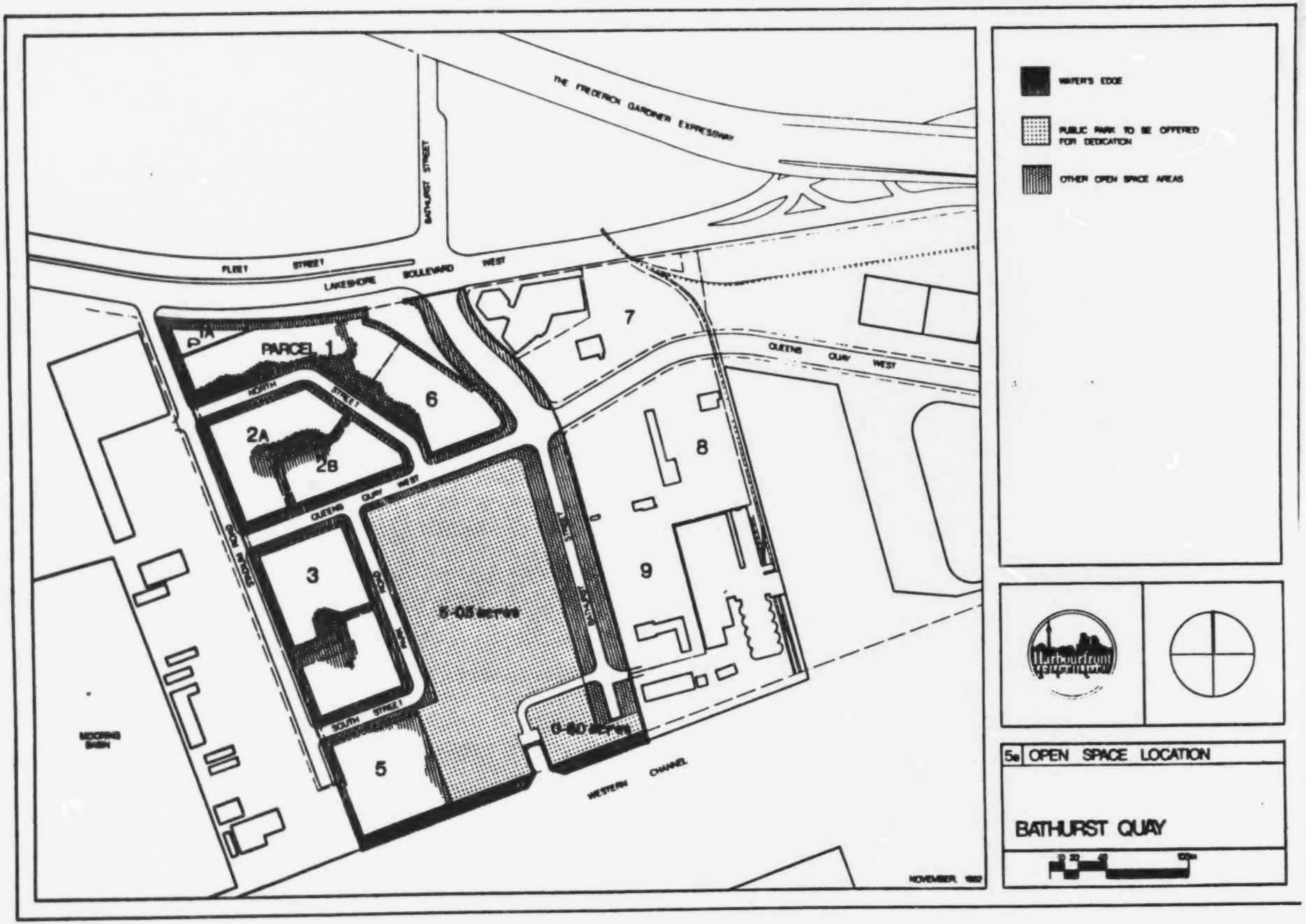


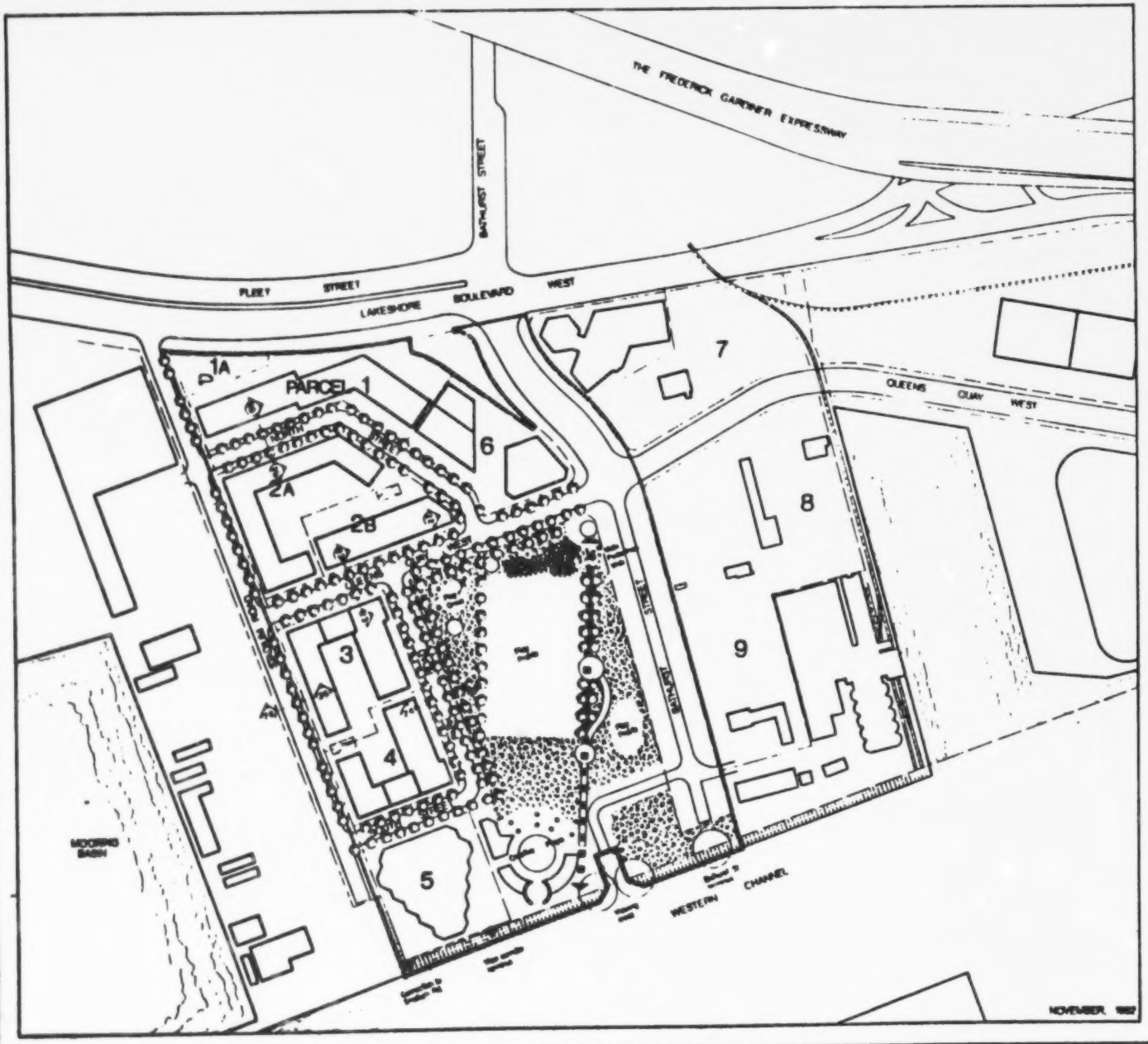
Harbourfront

3 BATHURST STREET
RIGHT-OF-WAY

BATHURST QUAY


THE FREDERICK GARDINER EXPRESSWAY
BATHURST STREET
FLEET STREET
LAKESHORE BLVD WEST
QUEENS QUAY WEST
PARCEL 1
1A
2A
2B
3
4
5
6
7
8
9
NORTH
STREET
WEST
QUAY
QUEENS
SOUTH ST
STRACHAN AVENUE
BATHURST STREET
YORK STREET
SPADINA AVENUE
EXISTING WATERMAIN
EXISTING SANITARY SEWER
EXISTING STORM SEWER
NEW SANITARY SEWER
NEW STORM SEWER
NEW WATERMAIN
F.J. Reinders and Associates Limited
Harbourfront Centre
4 MUNICIPAL SERVICES
BATHURST QUAY
NOVEMBER, 1992


THE FREDERICK GARDINER EXPRESSWAY
BATHURST STREET
FLEET STREET
LAKESHORE BOULEVARD WEST
QUEENS QUAY WEST
PARCEL 1
1A
2A
2B
3
5
6
7
8
9
NORTH STREET
SOUTH STREET
GOA PATH
WESTERN CHANNEL
NOVEMBER 1987
WATER'S EDGE
PUBLIC PARK TO BE OFFERED FOR DEDICATION
OTHER OPEN SPACE AREAS
Harbourfront
5e OPEN SPACE LOCATION
BATHURST QUAY



PLANTING MEADOWS & PATHS

FOCAL FEATURES

STREET SECTIONS - SEE APPENDIX II
(DESIGN GUIDELINES PHASE II,
SECTION 2, DIAGRAMS 2.2 THROUGH 2.6

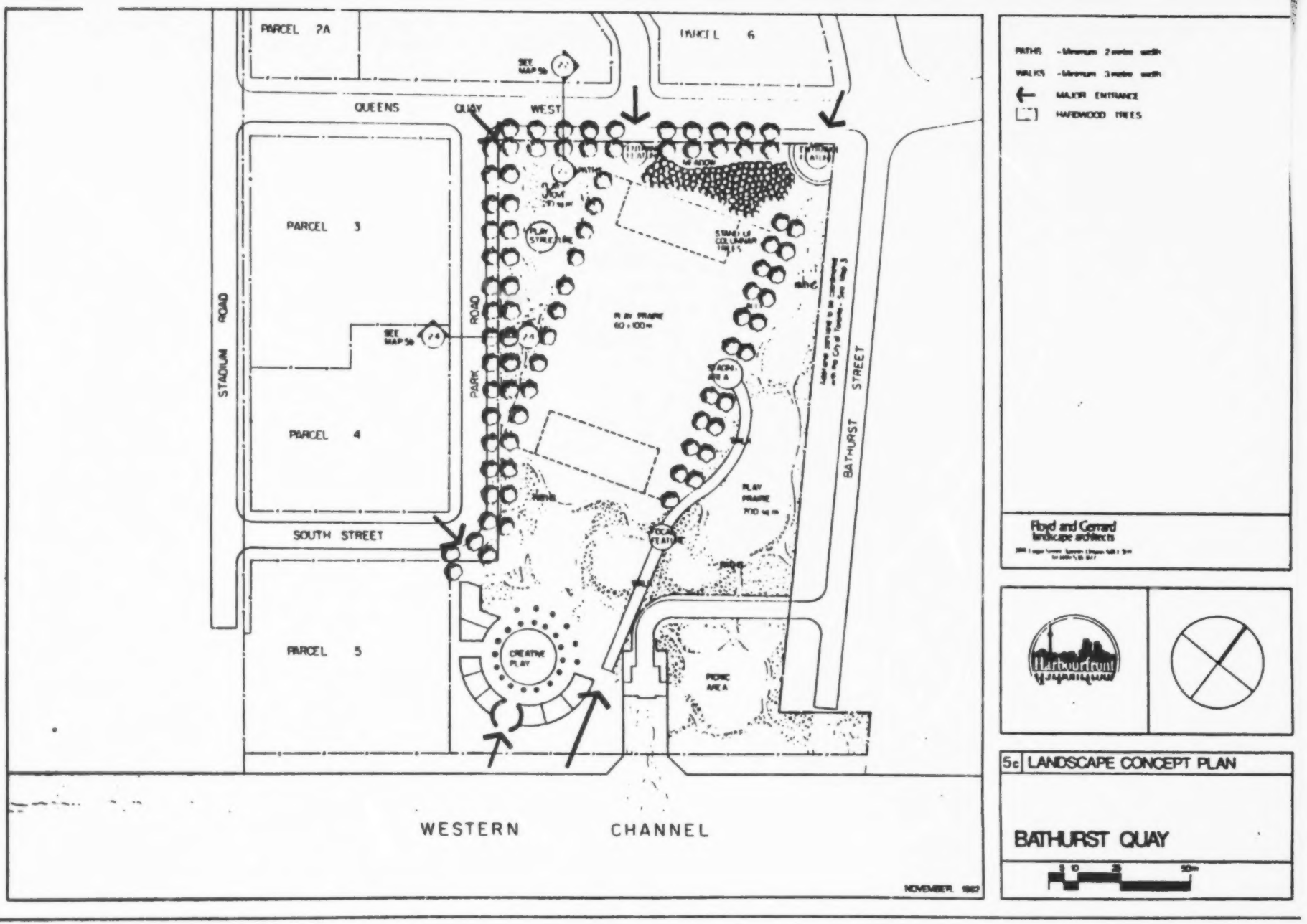
NOTE:
Buildings shown are possible configurations only, shown for illustrative purposes.

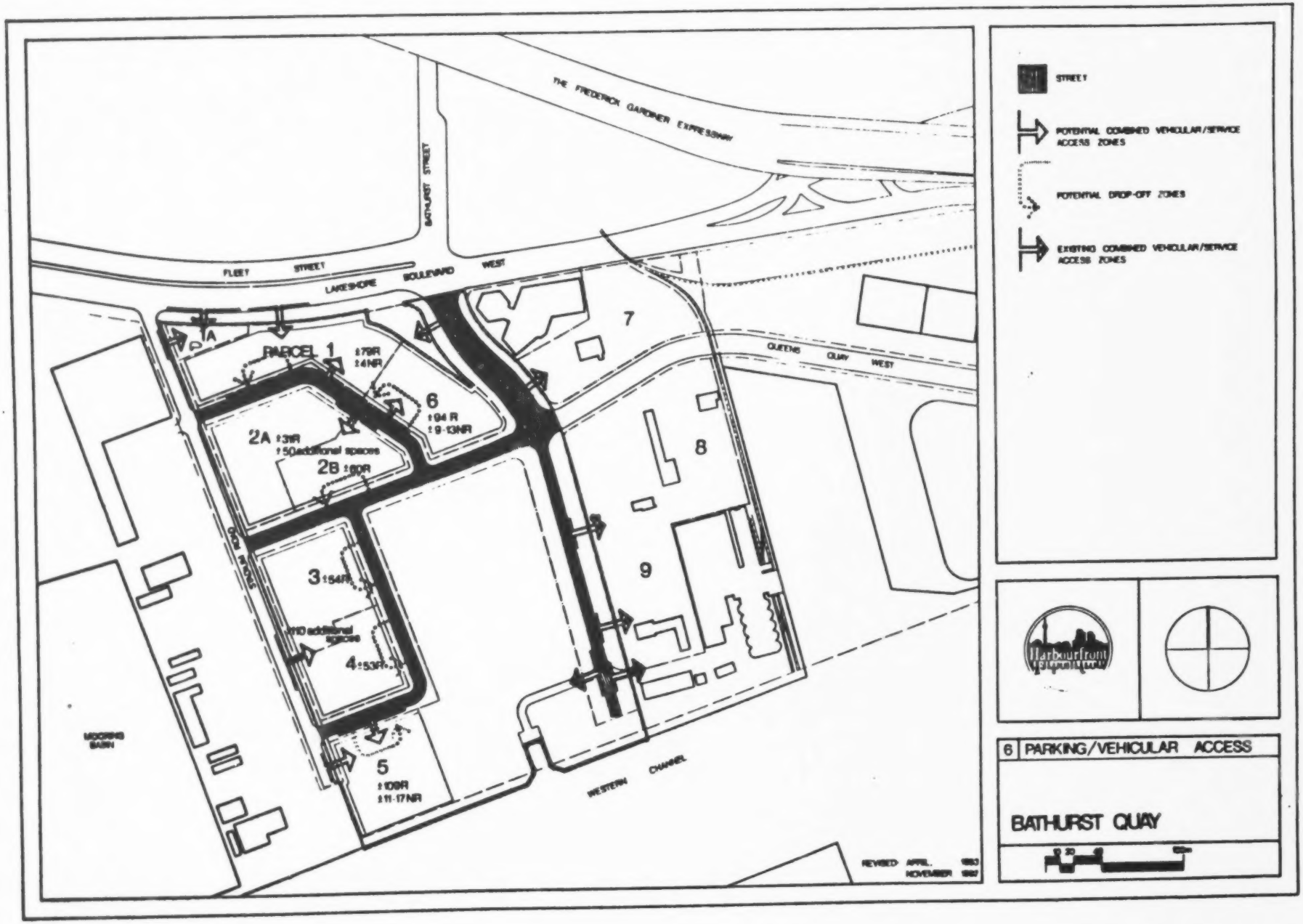
Floyd and Gerrard
landscape architects

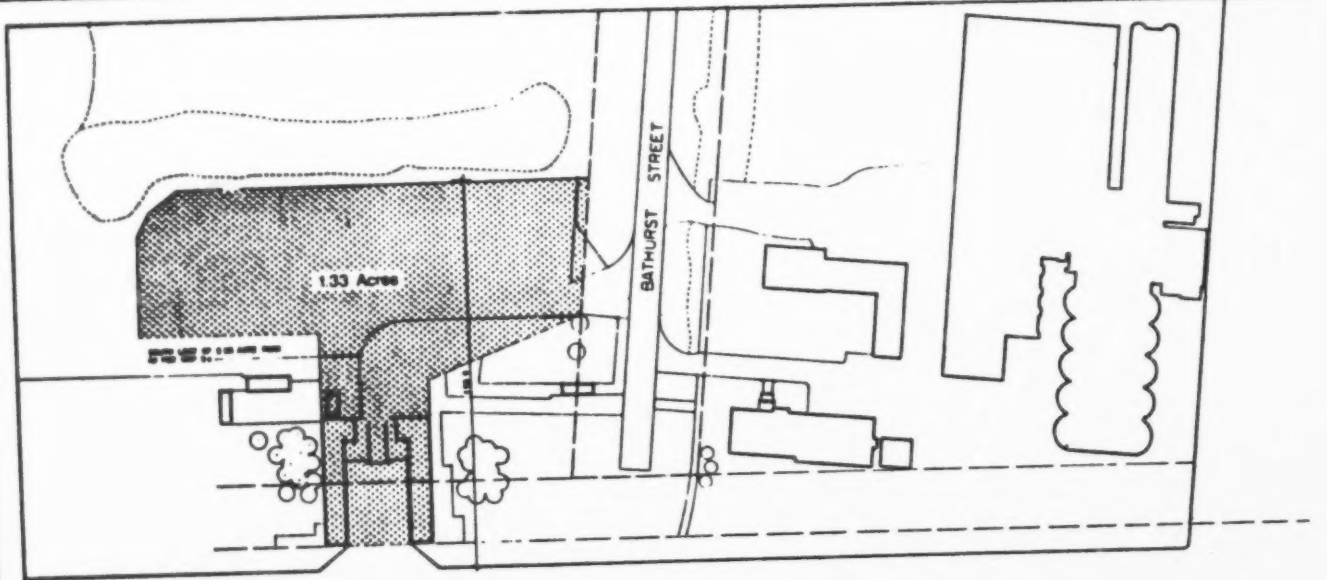
Harbourfront

5b OPEN SPACE CONCEPT PLAN

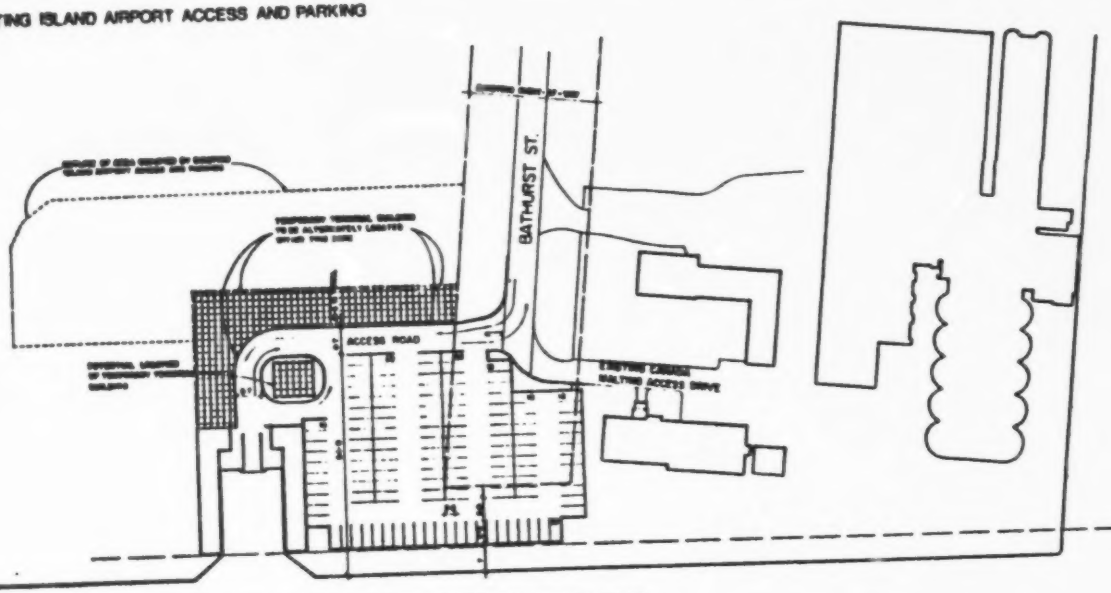
BATHURST QUAY


PARCEL 2A
PARCEL 6
QUEENS QUAY WEST
PARCEL 3
PARCEL 4
PARCEL 5
STADIUM ROAD
PARK ROAD
BATHURST STREET
SOUTH STREET
CREATIVE PLAY
PICNIC AREA
PLAY PRAIRIE
WESTERN CHANNEL
NOVEMBER 1987
PATHS - Minimum 2 metre width
WALKS - Minimum 3 metre width
MAJOR ENTRANCE
HARDWOOD TREES
Floyd and Gerrard
landscape architects
Harbourfront
5c LANDSCAPE CONCEPT PLAN
BATHURST QUAY


THE FREDERICK GARDINER EXPRESSWAY
BATHURST STREET
FLEET STREET
LAKESHORE BOULEVARD WEST
QUEENS QUAY WEST
PARCEL 1
±79R
±4NR
6
±94 R
±9-13NR
2A ±31R
±50additional spaces
2B ±60R
3 ±54R
4 ±53R
5
±109R
±11-17NR
7
8
9
WESTERN CHANNEL
MOORING BASIN
REVISED APRIL, 1983
NOVEMBER 1982
STREET
POTENTIAL COMBINED VEHICULAR/SERVICE ACCESS ZONES
POTENTIAL DROP-OFF ZONES
EXISTING COMBINED VEHICULAR/SERVICE ACCESS ZONES
Harbourfront
6 PARKING/VEHICULAR ACCESS
BATHURST QUAY



7a EXISTING ISLAND AIRPORT ACCESS AND PARKING



7b PROPOSED TEMPORARY RELOCATION OF ISLAND AIRPORT ACCESS AND PARKING
(Assuming existing Bathurst St. configuration)

NOVEMBER 1982

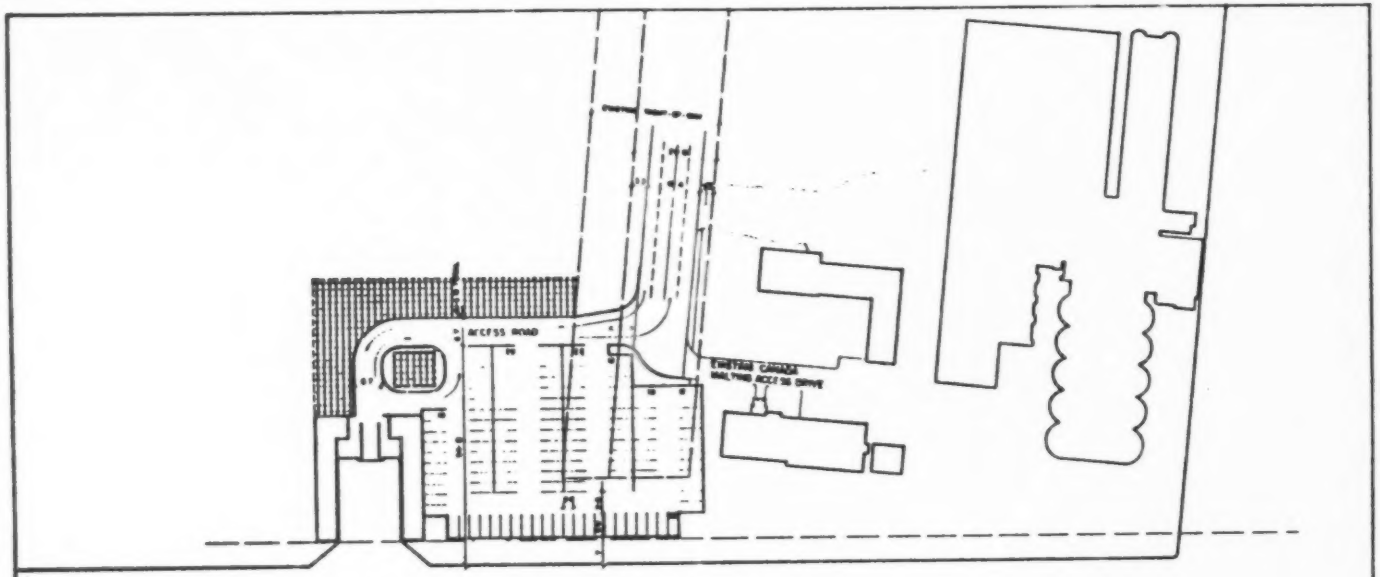
AREA OCCUPIED BY EXISTING ISLAND AIRPORT ACCESS AND PARKING

TEMPORARY TERMINAL BUILDING TO BE LOCATED WITHIN THIS ZONE

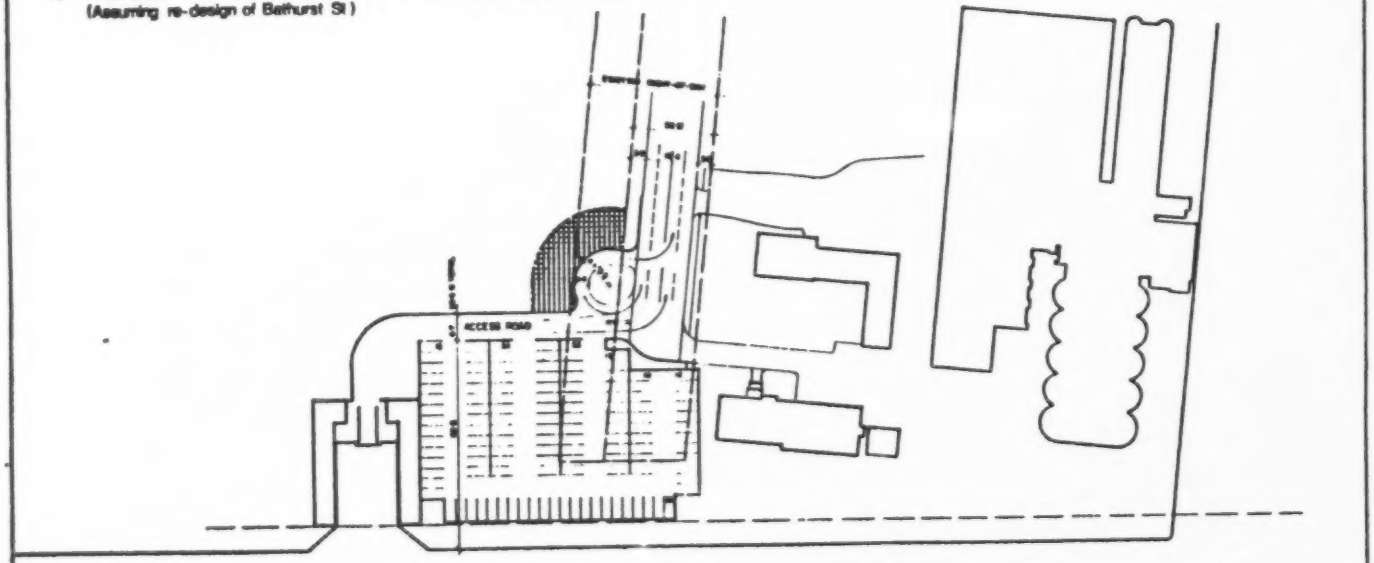
NOTE: Amount of parking shown on Maps a-1 is constant at 123 spaces

7a 7b ISLAND AIRPORT ACCESS AND PARKING

BATHURST QUAY



7c PROPOSED TEMPORARY RELOCATION OF ISLAND AIRPORT ACCESS & PARKING
(Assuming re-design of Bathurst St.)



7d ALTERNATE DESIGN OF PROPOSED TEMPORARY RELOCATION OF ISLAND AIRPORT ACCESS & PARKING
(Assuming re-design of Bathurst St.)

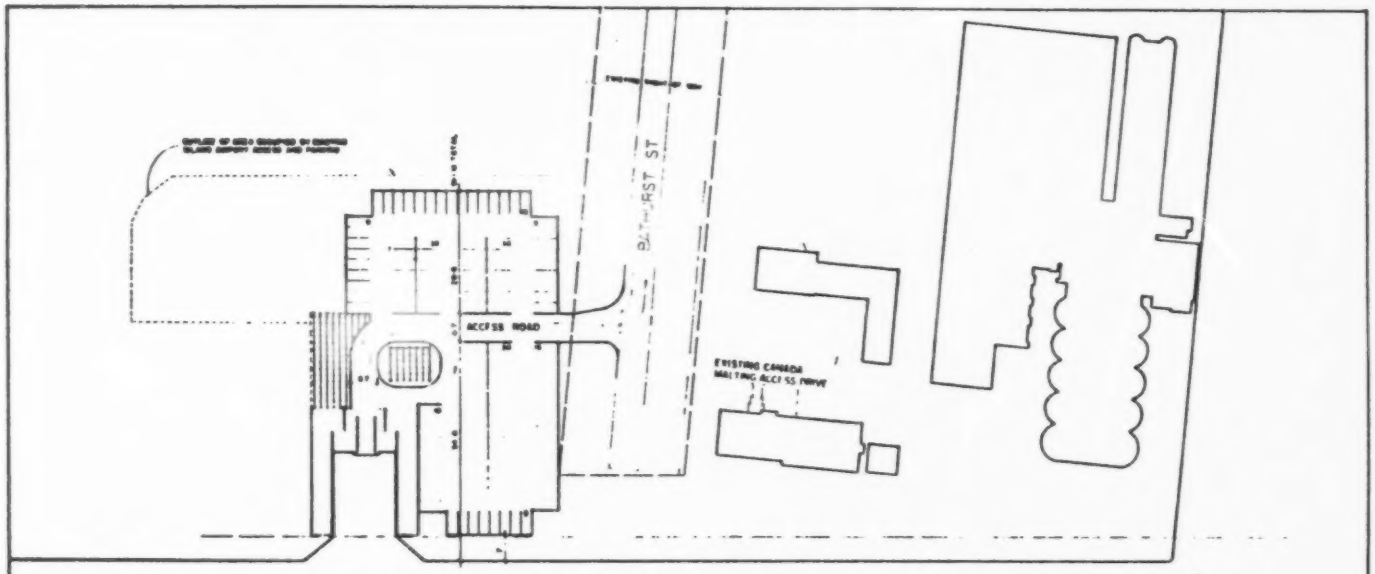
NOVEMBER 1982

TEMPORARY TERMINAL BUILDING TO BE LOCATED WITHIN THIS ZONE

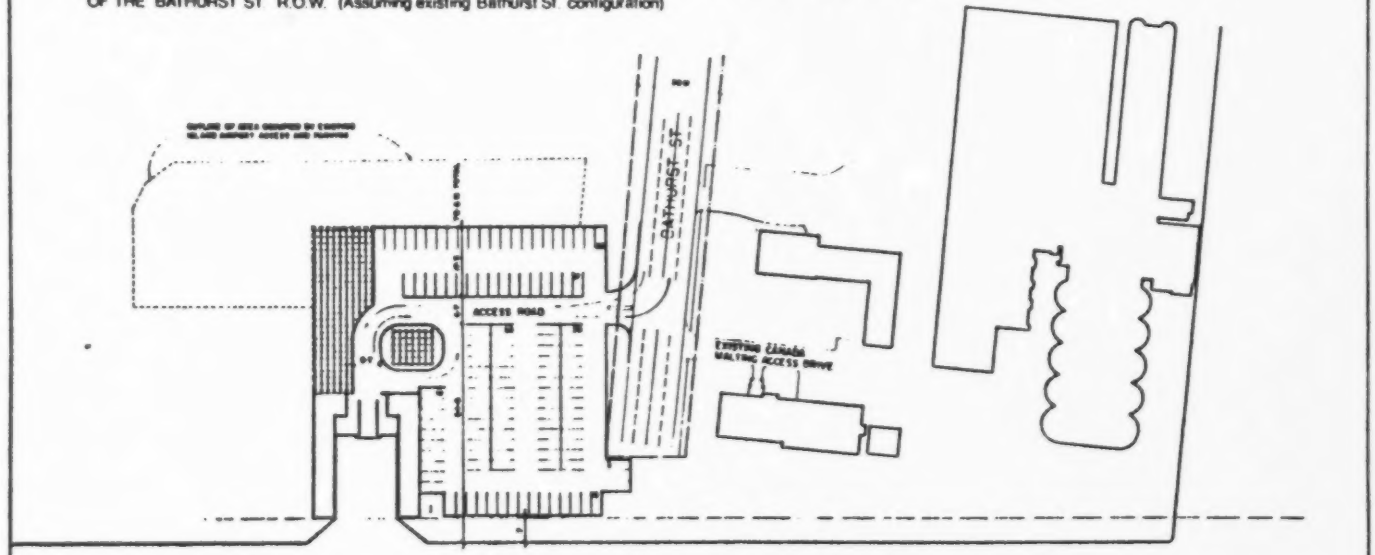
Harbourfront

7c 7d ISLAND AIRPORT ACCESS AND PARKING

BATHURST QUAY



7e PROPOSED TEMPORARY RELOCATION OF ISLAND AIRPORT ACCESS AND PARKING TO AREAS NOT INCLUDING PORTIONS OF THE BATHURST ST. R.O.W. (Assuming existing Bathurst St. configuration)



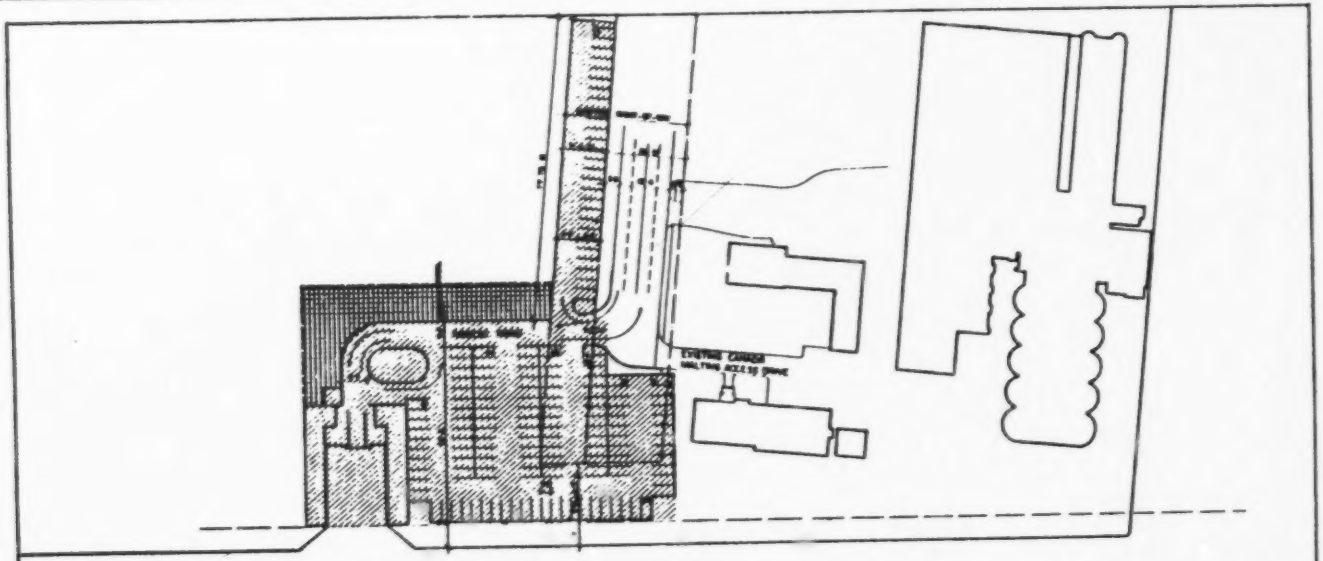
7f PROPOSED TEMPORARY RELOCATION OF ISLAND AIRPORT ACCESS AND PARKING TO AREAS NOT INCLUDING PORTIONS OF THE BATHURST ST. R.O.W. (Assuming re-design of Bathurst St.)

NOVEMBER 1972

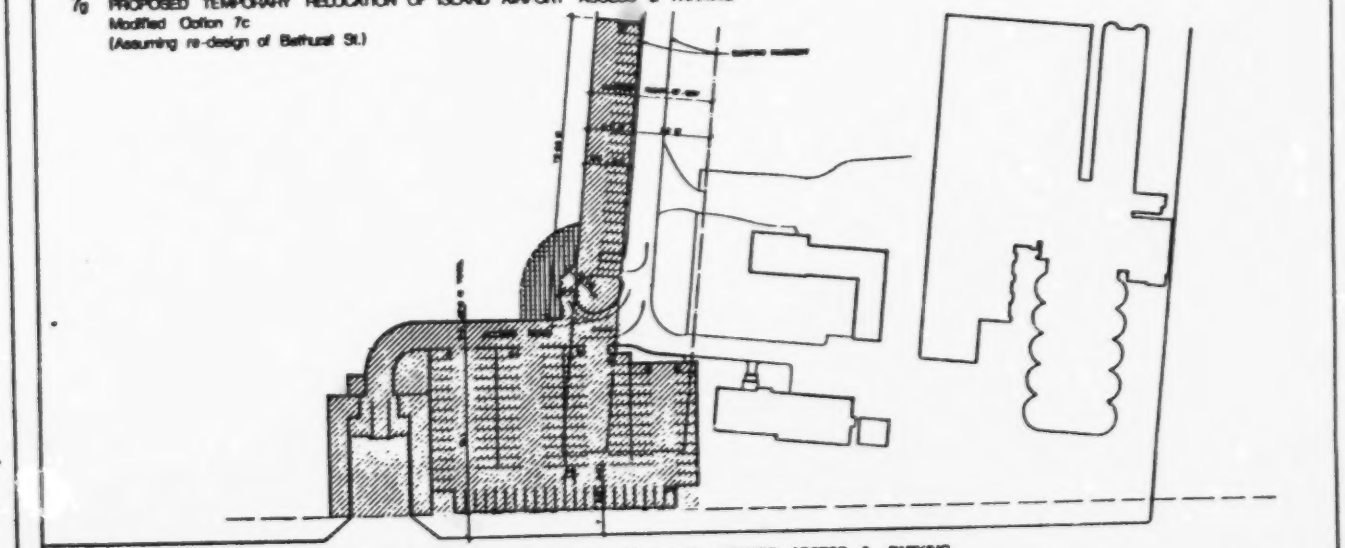
TEMPORARY TERMINAL BUILDING TO BE LOCATED WITHIN THIS ZONE

7e 7f ISLAND AIRPORT ACCESS AND PARKING

BATHURST QUAY



7g PROPOSED TEMPORARY RELOCATION OF ISLAND AIRPORT ACCESS & PARKING
Modified Option 7c
(Assuming re-design of Bathurst St.)



7h ALTERNATE DESIGN OF PROPOSED TEMPORARY RELOCATION OF ISLAND AIRPORT ACCESS & PARKING
Modified Option 7d

REVISED MARCH, 1983
NOVEMBER, 1982

TEMPORARY TERMINAL BUILDING TO BE LOCATED WITHIN 1145 ZONE

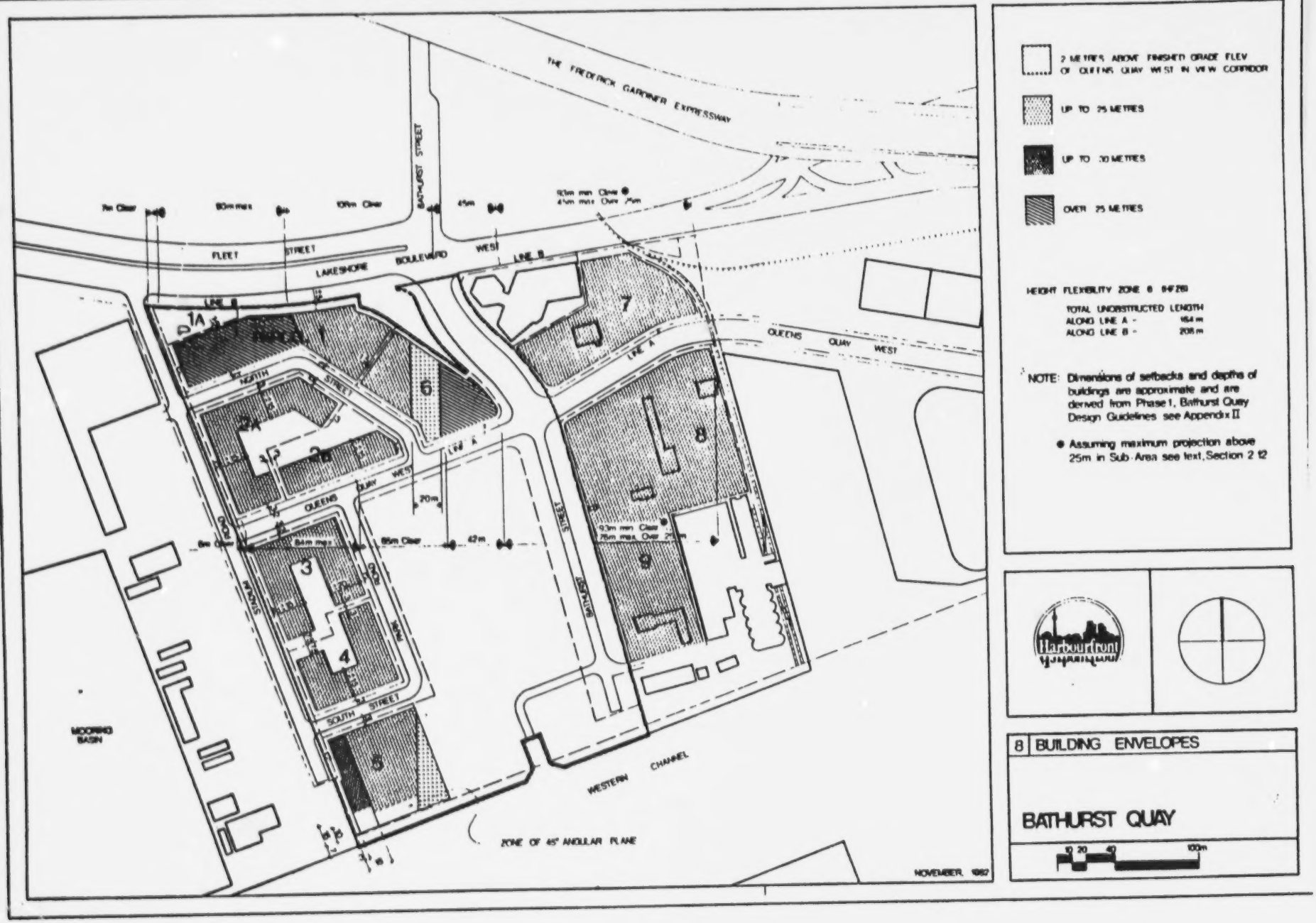
NOTE: Area of land occupied by Temporary Island Airport Parking in Options 7g, 7h equals 1.33 acres.

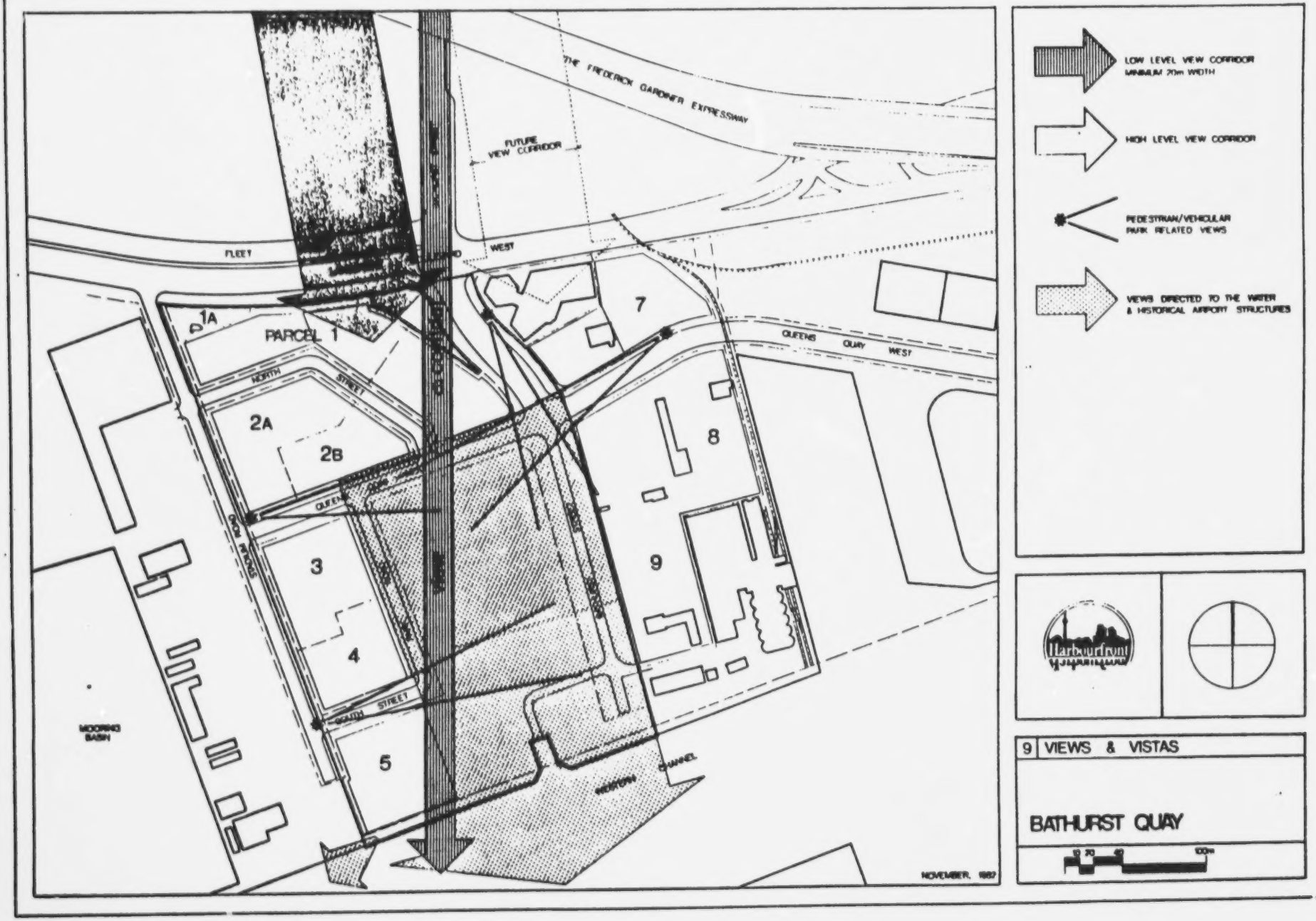
Amounts of parking shown in Options 7g and 7h equal 145 spaces and 140 spaces respectively.

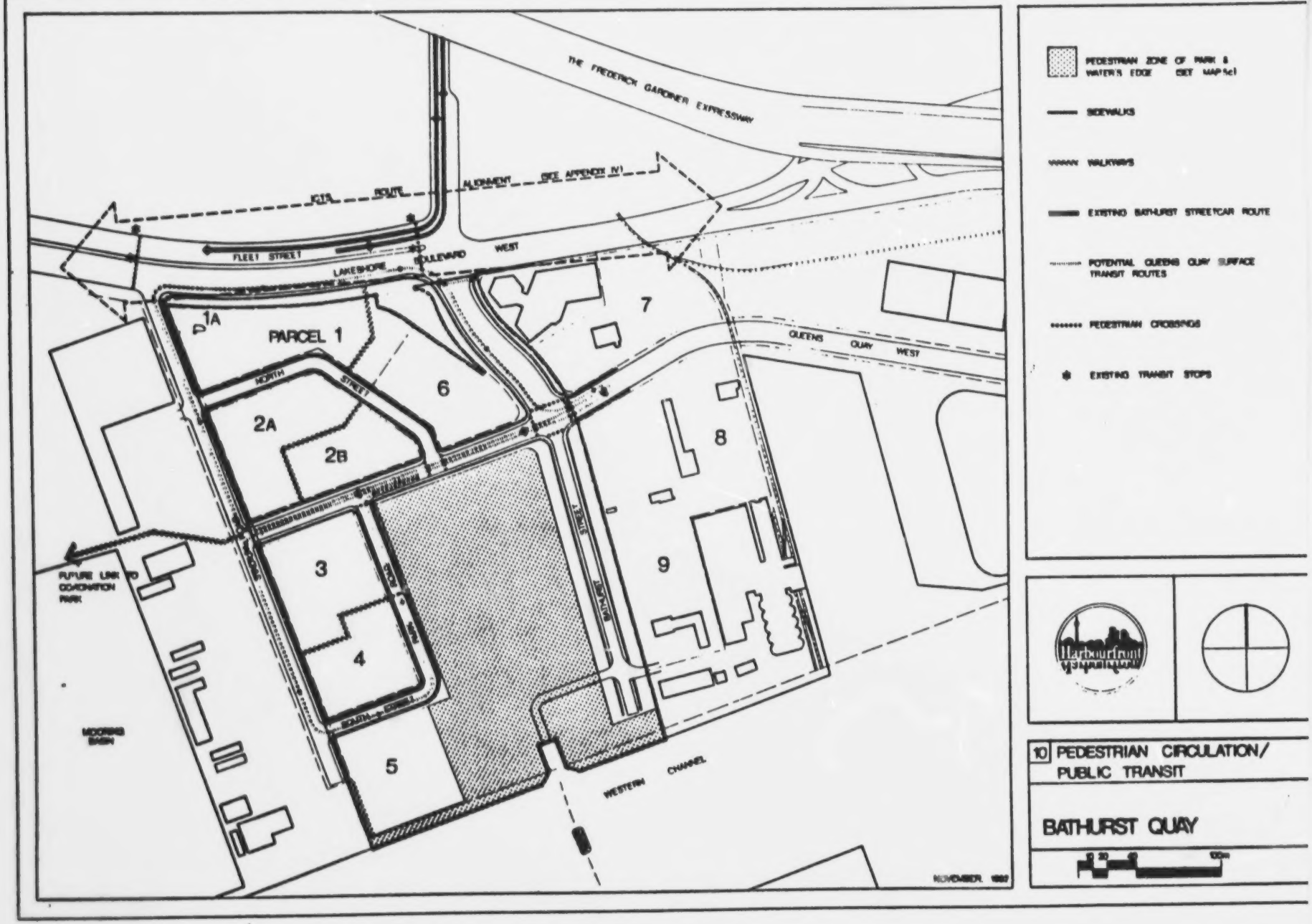
Harbourfront

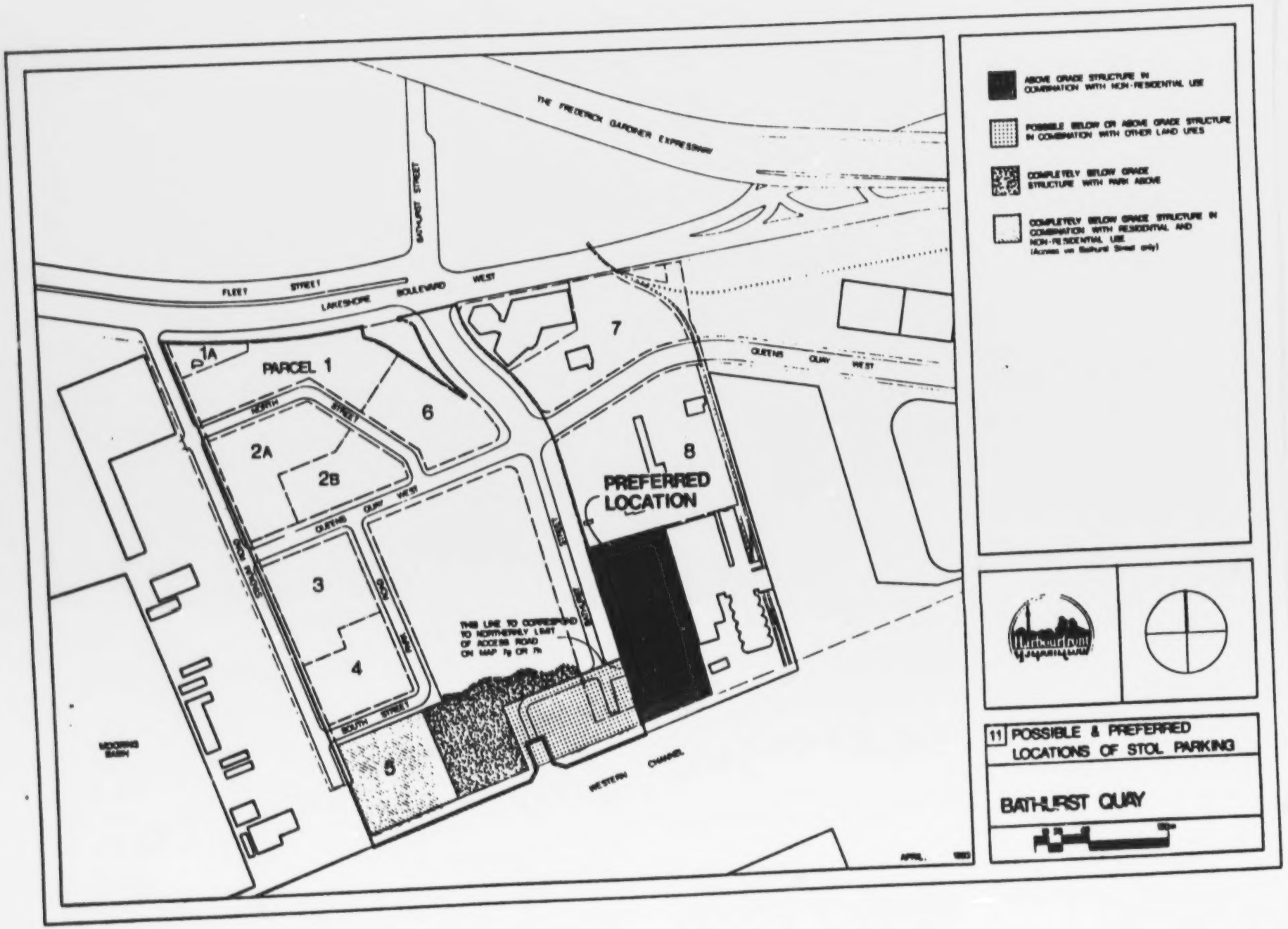
7g 7h ISLAND AIRPORT ACCESS AND PARKING

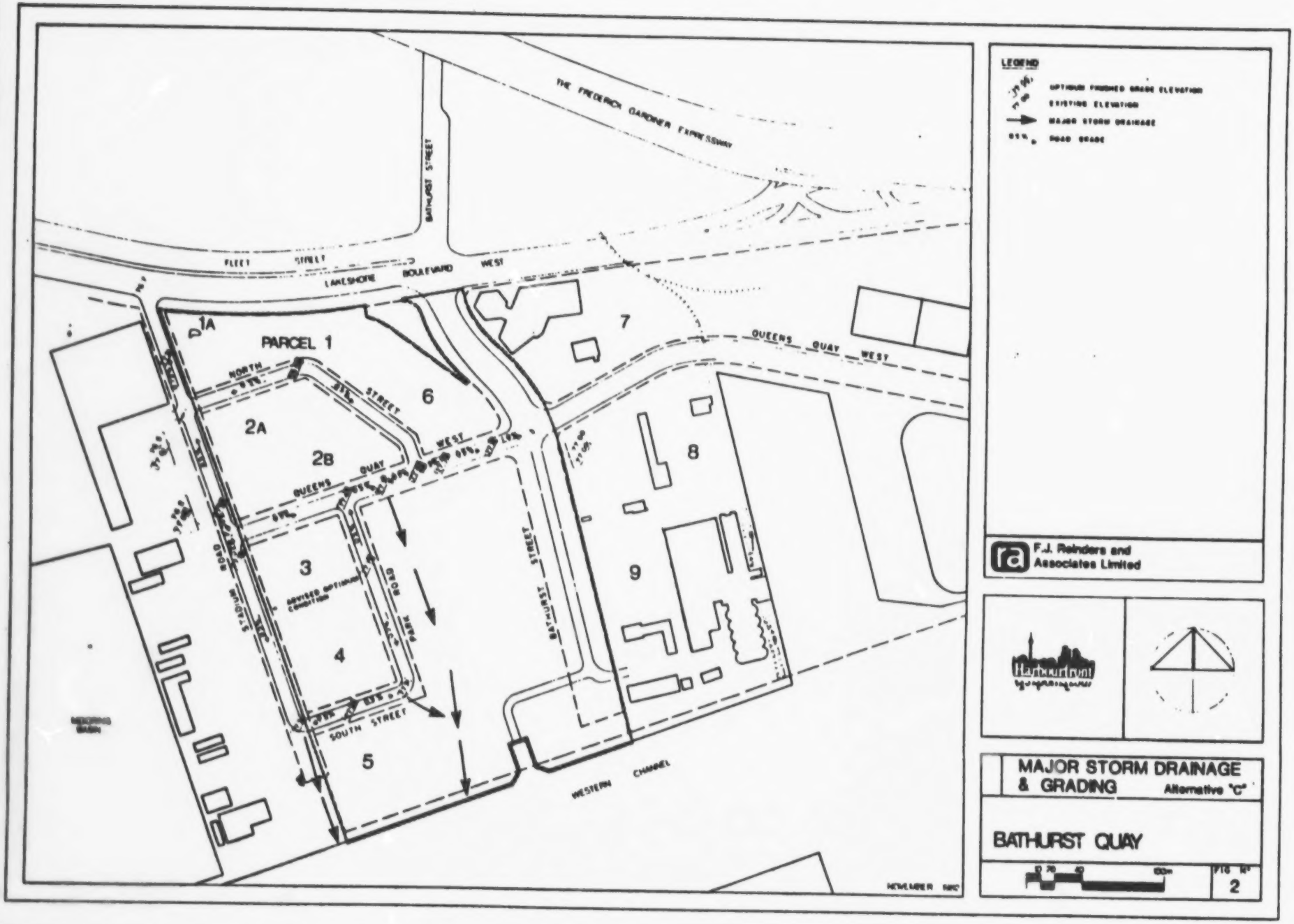
BATHURST QUAY


THE FREDERICK GARDINER EXPRESSWAY
BATHURST STREET
FLEET STREET
LAKESHORE BOULEVARD WEST
LINE B
LINE A
QUEENS QUAY WEST
NORTH SIDE STREET
SOUTH SIDE STREET
YORK STREET
BATHURST STREET
MOORING BASIN
WESTERN CHANNEL
ZONE OF 45° ANGULAR PLANE
1A
1
2A
2B
3
4
5
6
7
8
9
20m
42m
NOVEMBER, 1982
2 METRES ABOVE FINISHED GRADE ELEV OF QUEENS QUAY WEST IN VIEW CORRIDOR
UP TO 25 METRES
UP TO 30 METRES
OVER 25 METRES
HEIGHT FLEXIBILITY ZONE B 84F28
TOTAL UNOBSTRUCTED LENGTH
ALONG LINE A - 164 m
ALONG LINE B - 208 m
NOTE: Dimensions of setbacks and depths of buildings are approximate and are derived from Phase 1, Bathurst Quay Design Guidelines see Appendix II
• Assuming maximum projection above 25m in Sub-Area see text, Section 2 12
Harbourfront
8 BUILDING ENVELOPES
BATHURST QUAY
0 20 40 100m

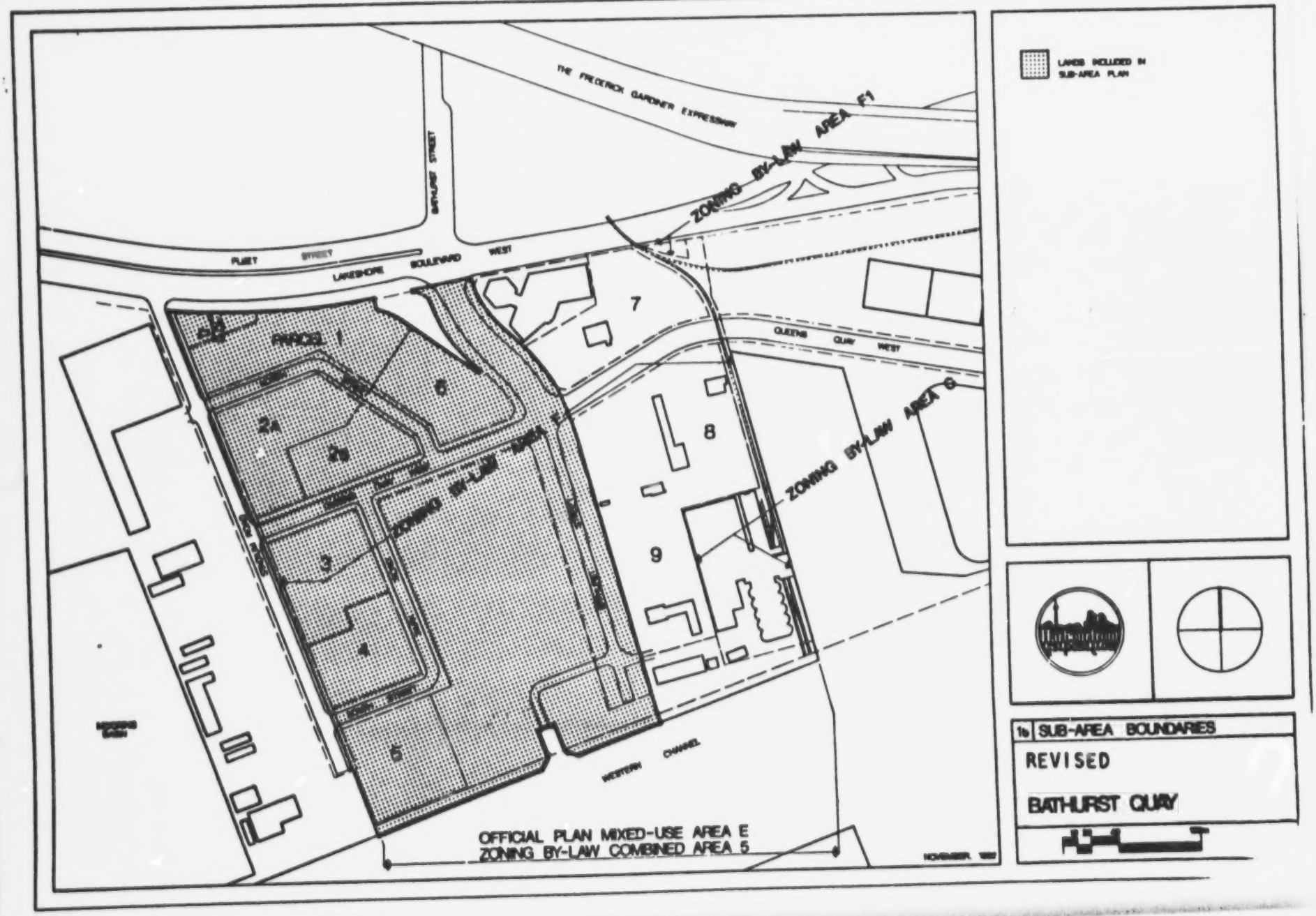

THE FREDERICK GARDINER EXPRESSWAY
FUTURE VIEW CORRIDOR
FLEET
WEST
QUEENS QUAY WEST
PARCEL 1
1A
2A
2B
NORTH STREET
SOUTH STREET
3
4
5
7
8
9
MOORING BASIN
NOVEMBER, 1987
LOW LEVEL VIEW CORRIDOR
MINIMUM 70m WIDTH
HIGH LEVEL VIEW CORRIDOR
PEDESTRIAN/VEHICULAR
PARK RELATED VIEWS
VIEWS DIRECTED TO THE WATER
& HISTORICAL AIRPORT STRUCTURES
Harbourfront
9 VIEWS & VISTAS
BATHURST QUAY
0 20 40 100m

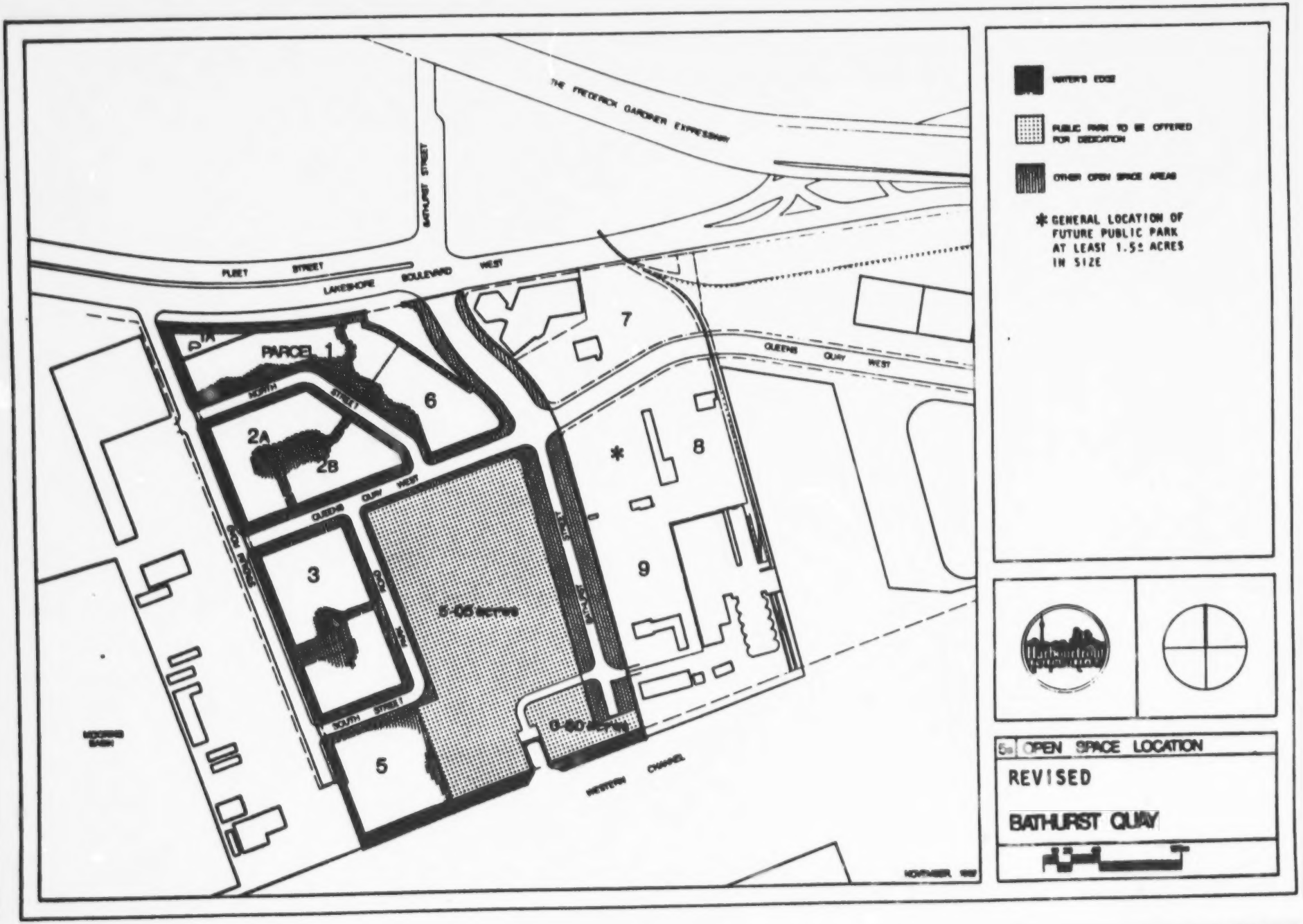

THE FREDERICK GARDINER EXPRESSWAY
KIA ROUTE
ALIGNMENT SEE APPENDIX IV
FLEET STREET
LAKESHORE BOULEVARD WEST
QUEENS QUAY WEST
PARCEL 1
1A
2A
2B
3
4
5
6
7
8
9
NORTH STREET
SOUTH STREET
SPADINA AVENUE
YORK STREET
FUTURE LINK TO COVENTION PARK
MOORING BASIN
WESTERN CHANNEL
NOVEMBER, 1987
PEDESTRIAN ZONE OF PARK & WATER'S EDGE (SEE MAP 5c)
SIDEWALKS
WALKWAYS
EXISTING BATHURST STREETCAR ROUTE
POTENTIAL QUEENS QUAY SURFACE TRANSIT ROUTES
PEDESTRIAN CROSSINGS
EXISTING TRANSIT STOPS
Harbourfront
10 PEDESTRIAN CIRCULATION/ PUBLIC TRANSIT
BATHURST QUAY

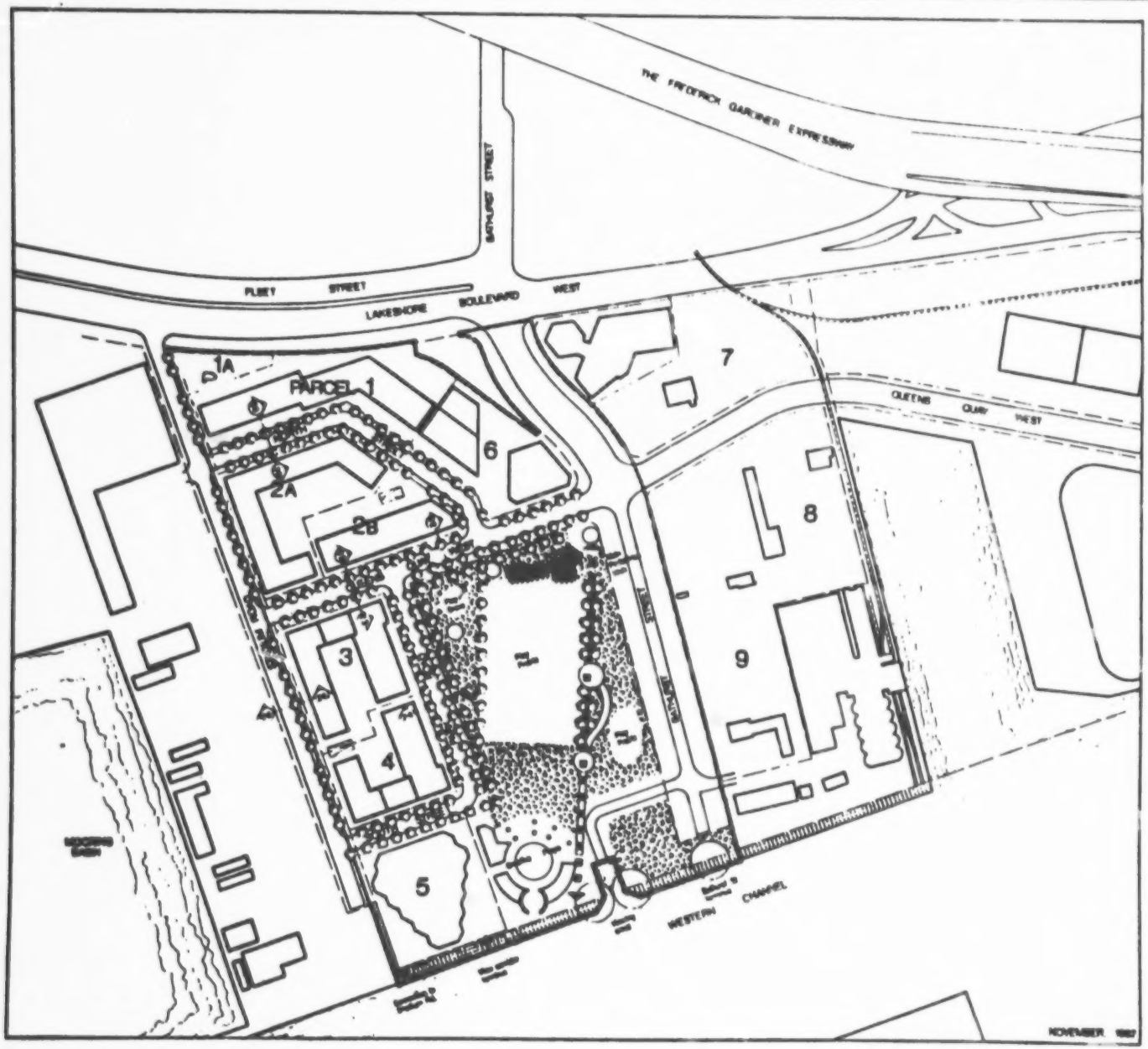

THE FREDERICK GARDINER EXPRESSWAY
BATHURST STREET
FLEET STREET
LAKESHORE BOULEVARD WEST
QUEENS QUAY WEST
PARCEL 1
1A
2A
2B
3
4
5
6
7
8
PREFERRED LOCATION
SOUTH STREET
THIS LINE TO CORRESPOND TO NORTHERLY LIMIT OF ACCESS ROAD ON MAP 7g OR 7h
WESTERN CHANNEL
ABOVE GRADE STRUCTURE IN COMBINATION WITH NON-RESIDENTIAL USE
POSSIBLE BELOW OR ABOVE GRADE STRUCTURE IN COMBINATION WITH OTHER LAND USES
COMPLETELY BELOW GRADE STRUCTURE WITH PARK ABOVE
COMPLETELY BELOW GRADE STRUCTURE IN COMBINATION WITH RESIDENTIAL AND NON-RESIDENTIAL USE
(Access via Bathurst Street only)
11 POSSIBLE & PREFERRED LOCATIONS OF STOL PARKING
BATHURST QUAY


THE FREDERICK GARDINER EXPRESSWAY
BATHURST STREET
FLEET STREET
LAKESHORE BOULEVARD WEST
QUEENS QUAY WEST
PARCEL 1
1A
2A
2B
3
4
5
6
7
8
9
NORTH STREET
WEST QUAY
QUEENS QUAY
SOUTH STREET
WESTERN CHANNEL
LEGEND
OPTIMUM FINISHED GRADE ELEVATION
EXISTING ELEVATION
MAJOR STORM DRAINAGE
ROAD GRADE
F.J. Reinders and Associates Limited
MAJOR STORM DRAINAGE & GRADING
Alternative "C"
BATHURST QUAY
FIG. N°
2

APPENDIX B


THE FREDERICK GARDINER EXPRESSWAY
ZONING BY-LAW AREA F1
BATHURST STREET
FLEET STREET
LAKESHORE BOULEVARD WEST
QUEENS QUAY WEST
PARCEL 1
2A
2B
3
4
5
6
7
8
9
ZONING BY-LAW AREA
ZONING BY-LAW AREA G
WESTERN CHANNEL
OFFICIAL PLAN MIXED-USE AREA E
ZONING BY-LAW COMBINED AREA 5
LANDS INCLUDED IN SUB-AREA PLAN
1b SUB-AREA BOUNDARIES
REVISED
BATHURST QUAY


THE FREDERICK GARDINER EXPRESSWAY
BATHURST STREET
FLEET STREET
LAKESHORE BOULEVARD WEST
QUEENS QUAY WEST
SOUTH STREET
PARCEL 1
1A
2A
2B
3
5
6
7
8
9
5·05 acres
6·60 acres
WESTERN CHANNEL
WATER'S EDGE
PUBLIC PARK TO BE OFFERED FOR DEDICATION
OTHER OPEN SPACE AREAS
* GENERAL LOCATION OF FUTURE PUBLIC PARK AT LEAST 1.5± ACRES IN SIZE
OPEN SPACE LOCATION
REVISED
BATHURST QUAY



PLANTING MEADOWS & PATHS

FOCAL FEATURES

STREET SECTIONS - SEE APPENDIX H
(DESIGN GUIDELINES: PHASE II)
SECTION 2 DIAGRAMS 22 THROUGH 26

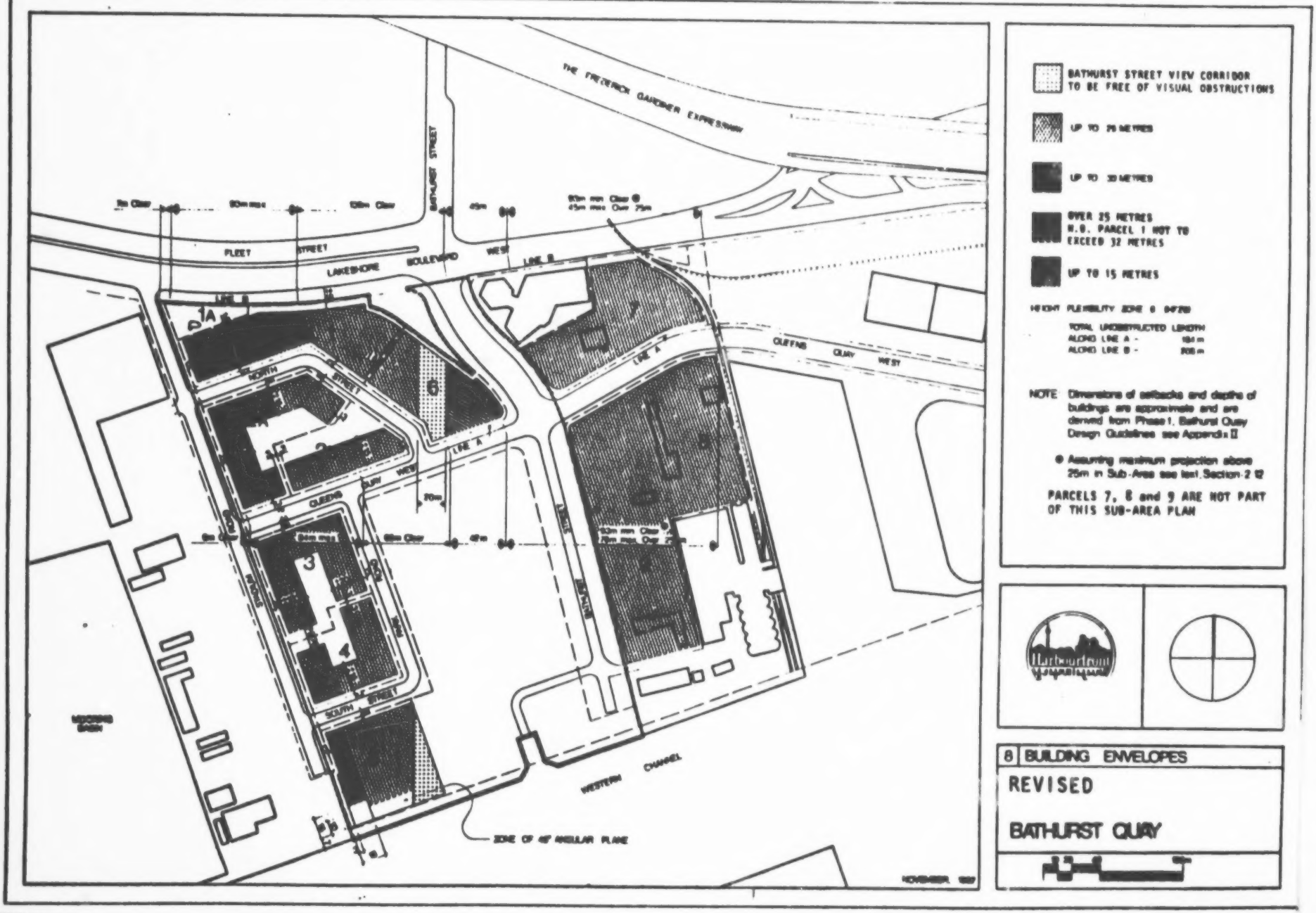
NOTE:
BUILDINGS SHOWN ARE POSSIBLE CONFIGURATIONS ONLY, SHOWN FOR ILLUSTRATIVE PURPOSES. ALL DESIGN ELEMENTS SHOWN ARE CONCEPTUAL ONLY

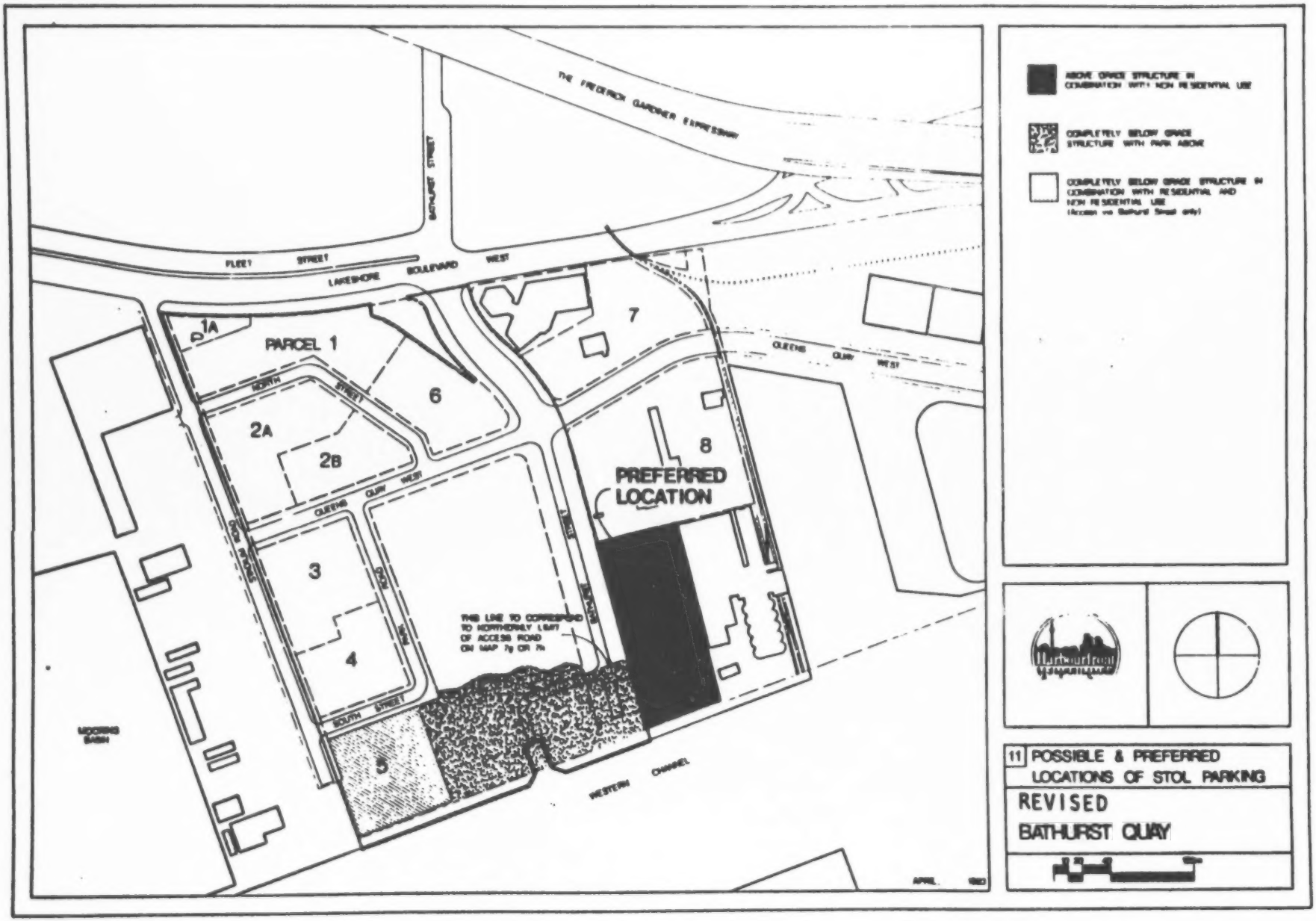
Floyd and Gerrard
landscape architects

5a OPEN SPACE CONCEPT PLAN

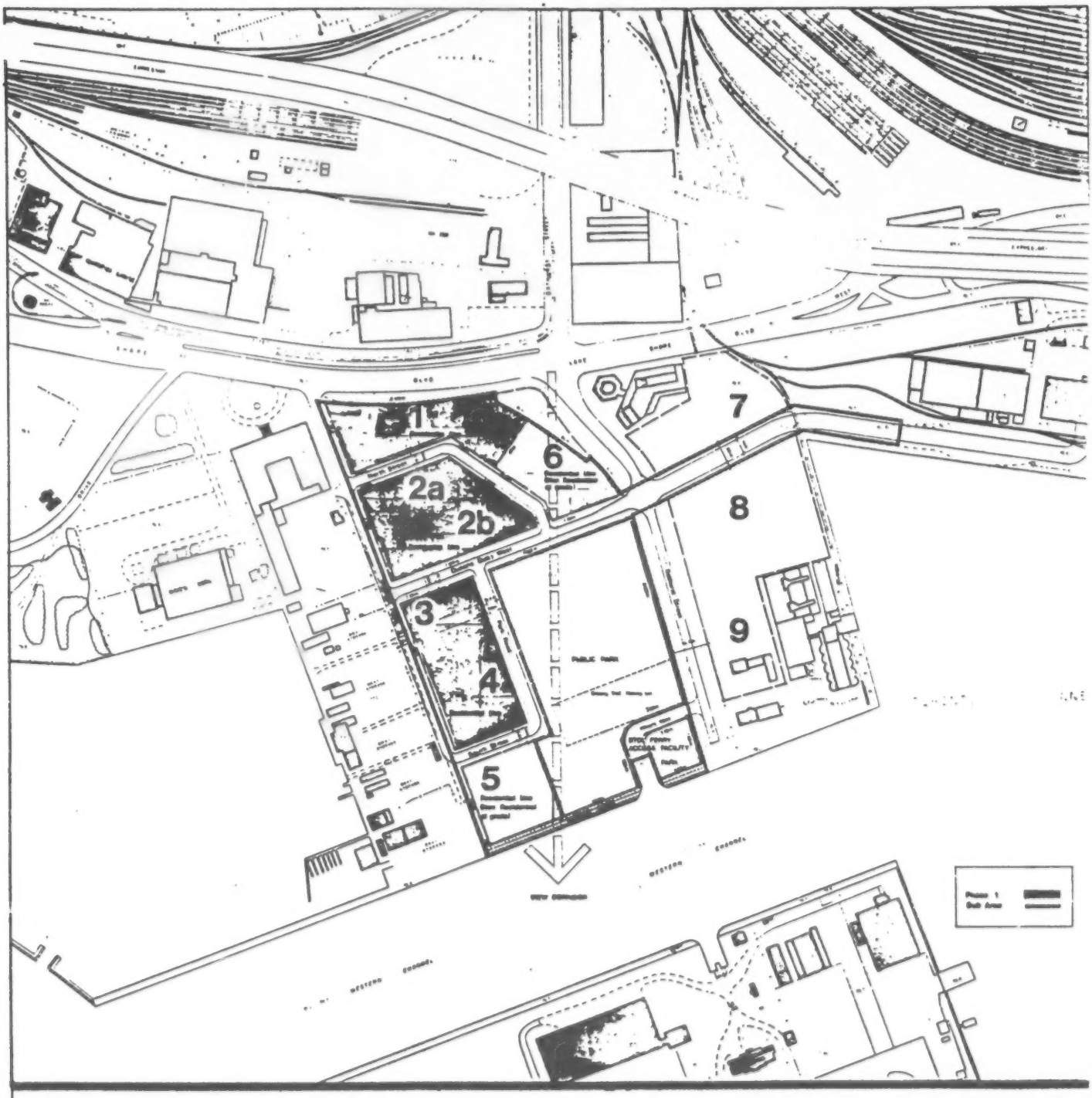
REVISED

BATHURST QUAY


THE FREDERICK GARDINER EXPRESSWAY
BATHURST STREET
FLEET STREET
LAKESHORE BOULEVARD WEST
LINE B
LINE A
QUEENS QUAY WEST
NORTH STREET
QUEENS QUAY WEST
SOUTH STREET
WESTERN CHANNEL
ZONE OF 45° ANGULAR PLANE
BATHURST STREET VIEW CORRIDOR TO BE FREE OF VISUAL OBSTRUCTIONS
UP TO 25 METRES
UP TO 30 METRES
OVER 25 METRES N.B. PARCEL 1 NOT TO EXCEED 32 METRES
UP TO 15 METRES
HEIGHT FLEXIBILITY ZONE 6 DATUM
TOTAL UNOBSTRUCTED LENGTH
ALONG LINE A - 184 m
ALONG LINE B - 205 m
NOTE: Dimensions of setbacks and depths of buildings are approximate and are derived from Phase I, Bathurst Quay Design Guidelines see Appendix II
* Assuming maximum projection above 25m in Sub-Area see text, Section 2.12
PARCELS 7, 8 and 9 ARE NOT PART OF THIS SUB-AREA PLAN
8 BUILDING ENVELOPES
REVISED
BATHURST QUAY


THE FREDERICK GARDINER EXPRESSWAY
BATHURST STREET
FLEET STREET
LAKESHORE BOULEVARD WEST
1A
PARCEL 1
NORTH STREET
2A
2B
6
7
8
QUEENS QUAY WEST
PREFERRED LOCATION
3
4
5
SOUTH STREET
THIS LINE TO CORRESPOND TO NORTHERLY LIMIT OF ACCESS ROAD ON MAP 7g OR 7h
MOORING BASIN
WESTERN CHANNEL
ABOVE GRADE STRUCTURE IN COMBINATION WITH NON RESIDENTIAL USE
COMPLETELY BELOW GRADE STRUCTURE WITH PARK ABOVE
COMPLETELY BELOW GRADE STRUCTURE IN COMBINATION WITH RESIDENTIAL AND NON RESIDENTIAL USE
(Access via Bathurst Street only)
11 POSSIBLE & PREFERRED LOCATIONS OF STOL PARKING
REVISED
BATHURST QUAY

APPENDIX C



HARBOURFRONT BATHURST QUAY

Preliminary Sub-Area Plan

Baird/Sampson Associates / Young + Wright Architects

BATHURST QUAY PRELIMINARY SUB-AREA PLAN REVISED MAP 1

Appendix D - 1

CITY OF TORONTO
DEPARTMENT OF PUBLIC WORKS

April 8, 1983

To: Commissioner of Planning and Development

Subject: Bathurst Quay Sub-Area Plan
File: 402.5

Origin: Submission, dated January 25, 1983, from the General Manager, Harbourfront Corporation (c39cpd83087:193)

Comments:

The proposed Sub-Area Plan involves the development of the lands owned by the Harbourfront Corporation within the area bounded by the south limit of Lake Shore Boulevard West, the east limit of Bathurst Street, the seawall along the northern edge of the Western Channel and the east limit of Stadium Road.

Within this area, Harbourfront proposes:

1. The further extension of Queens Quay West from Bathurst Street to Stadium Road and the creation of 3 new local streets;

2. A 2 hectare public park; and

3. Eight development parcels to contain a total of 490 assisted housing units, 240 unassisted dwelling units and some 4 235 square metres of retail space and/or community services and facilities.

On-site parking is proposed on each parcel in accordance with the requirements of the Harbourfront Zoning By-law No. 569-80. Some additional parking spaces are also proposed to replace existing surface parking on the east side of Stadium Road used by the National Yacht Club and Dylex Corportion.

Water Distribution and Sewer Systems

New water distribution and storm and sanitary sewer systems are proposed to serve the Sub-Area. These services are to be constructed in conjunction with the proposed new streets.

The proposals for storm drainage, sanitary sewers and watermains, contained in Appendix III of the Sub-Area Plan, are generally satisfactory to me. Of course, detailed plans of the proposed municipal services will have to be submitted for my review and approval.

It will also be necessary to submit detailed plans of the proposed grading of the Sub-Area to show that the runoff from major storms will be conveyed in an appropriate manner to the points of surface discharge. I note that major storm drainage flows are proposed from the south end of Stadium Road towards the Western Channel across Harbour Commission lands, outside the Bathurst Quay Sub-Area. It will be necessary to obtain an appropriate surface easement in this regard.

Building connections to the storm and sanitary sewer systems on Bathurst Quay must be in accordance with Recommendation Nos. 2(a) and 2(b), below.

There is an existing watermain crossing the Sub-Area at the south end, across the proposed park and Development Parcel 5. Harbourfront should provide the City with an easement for this watermain, whether it is left in place or relocated elsewhere on the Parcel.

Furthermore, there is an existing watermain east of Stadium Road, extending from the above noted watermain northerly to a point some 65 m south of Lake Shore Boulevard West, where it enters the Stadium Road right-of-way. This watermain would be too close to the proposed buildings on the east side of Stadium Road and should be relocated to within the Stadium Road right-of-way, as it appears Harbourfront proposes to do.

The cost of relocating the above watermains will be charged to Harbourfront.

Impact on the Noise Climate

The general Noise Impact Statement for the Bathurst Quay Sub-Area, as set out in Appendix VII of the Sub-Area Plan, is satisfactory. Nonetheless, the submission of a separate detailed Noise Impact Statement for each proposed development, coincident with the submission of plans for development review under Section 40 of the Planning Act, should be required as set out in Recommendation No. 2(c), below.

Refuse Handling, Storage and Disposal

The City will provide the non-residential components of each development in the Sub-Area with regular curbside garbage collection service in accordance with the provisions of By-law No. 20298.

In general, the residential components of each development must be serviced by the compactor container method of garbage handling and disposal. However, stacked townhouse units which have a direct non-mechanical means of access to grade and no access to a common garbage collection system will receive regular curbside garbage collection service. The provision of appropriate garbage collection and loading facilities should be required, as set out in Recommendation No. 2(d), below.

Streets, Parking and Access

The proposed street system on Bathurst Quay is satisfactory to me.

I confirm that Map 3 of the Sub-Area Plan, showing the possible narrowing of the Bathurst Street right-of-way south of the Queens Quay West Extension, is consistent with a plan I prepared earlier in this regard. Of course, any closing of a portion of the Bathurst Street right-of-way would have to be carried out in accordance with the requirements of the Municipal Act.

The grading scheme preferred by Harbourfront, designated Alternative "C", involves raising the grade of Stadium Road by as much as 1.7 m. This grading scheme is generally satisfactory to me, subject to the conditions set out in Recommendation Nos. 1(d) and 1(c), below.

Of course, detailed engineering plans of the proposed surface facilities on the new streets must be submitted to me for my review and approval. As well, a composite plan showing all proposed public and private utilities and municipal services should be submitted.

The Sub-Area Plan states that the minimum parking and loading requirements of each development proposed within the Spadina Sub-Area, pursuant to By-law No. 569-80, as amended, will be met on each site. This is satisfactory.

Although the Sub-Area Plan states that an additional 160 parking spaces are to be provided on Parcels 2A, 2B, 3 and 4 (to replace existing surface parking serving the National Yacht Club and Dylex Corporation) I have received a letter, dated March 1, 1983, from Harbourfront, stating that the provision of additional parking on Parcels 2A and 2B may be impractical. Harbourfront proposes, therefore, that Dylex Corporation construct 100 additional spaces on Parcels 3 and 4

and own the entire garage, including the residential parking, with Dylex employees making use of the parking spaces vacated by residents during the day. Dylex Corporation would "guarantee" that residents with parking permits would always find a space.

Such a guarantee would, in effect, require Dylex Corporation to operate the parking garage in a manner that put residents' needs ahead of its own. In the long term, I think such an arrangement would prove to be impractical.

As you know, the Harbourfront Zoning By-law requires residents' parking spaces to be provided exclusively for such use, except in Parking Authority of Toronto facilities. Accordingly, I would have no objection to the provision, in any residential development on Bathurst Quay, of additional parking spaces for the use of non-residents, provided the parking facilities in such developments are operated in accordance with the provisions of the Harbourfront Zoning By-law.

The Sub-Area Plan has 5 alternative proposals for the temporary relocation of the existing parking lot serving the Island Airport Terminal on Bathurst Quay. Harbourfront states that Alternative 7C is their preferred alternative. This alternative is satisfactory to me, subject to the drop-off driveway around the proposed Terminal Building being restricted to a one-way operation. I should point out that in order to use the untravelled portion of Bathurst Street for the proposed parking lot, it is only necessary for Harbourfront to apply to my Department for the leasing of the affected lands. There is no need to close this portion of Bathurst Street for this purpose.

The proposed parking/vehicular access points shown on Map 6 of the Sub-Area Plan and in the detailed design guidelines for each of the proposed development parcels are generally satisfactory to me, except for the proposed access to Parcel 1 from Stadium Road, which should be eliminated because of its proximity to the intersection of Stadium Road and Lake Shore Boulevard West.

I am concerned about the possible impact of recreational parking generated by the proposed major park on Bathurst Quay. I note that the description of the conceptual design of the park, contained in Appendix V of the Sub-Area Plan states that the park is intended to accommodate, among other things, outdoor scheduled team sports (such as baseball, football, rugger and cricket) and "a staging area for concerts and other programmes which attract larger public crowds."

The only parking facilities on Bathurst Quay that will likely be provided, over and above parking for residents and proposed non-residential uses, are the additional spaces on Parcels 3 and 4 intended to serve Dylex Corporation and the National Yacht Club and the temporary Island Airport surface parking lot. The construction of a 400-space parking garage to serve the Island Airport STOL Service is dependent on the timing of the introduction of that service and, therefore, cannot be expected to be in place coincident with the redevelopment of Bathurst Quay. The other parking facilities noted above would tend to be fully used on summer weekends by the Yacht Club and recreational aviators. Consequently, recreational parking demand generated by activities in the park could have a considerable impact on the amenity of the residential areas on Bathurst Quay.

Notwithstanding this concern, I note that Harbourfront is currently preparing an overall recreational parking strategy. Accordingly, I have no objection to the approval of the Bathurst Quay Sub-Area Plan, provided that once a satisfactory recreational parking strategy has been determined, all necessary adjustments will be made to the parking proposed on Bathurst Quay.

I have reviewed the I.C.T.S. Route Feasibility Study prepared by M. M. Dillon Limited, and I concur in the conclusion that there is no need to reserve an I.C.T.S. corridor through Harbourfront Lands on Bathurst Quay.

Recommendations:

I recommend that:

1. The Harbourfront Corporation be required to:

   (a) Secure a surface drainage easement across the Harbour Commission lands, over which Harbourfront proposes to direct surface runoff from major storms, between the south end of Stadium Road and the Western Channel.

   (b) Grant the City an easement for the existing watermain across Development Parcel 5, such grant of easement to contain terms and conditions considered necessary by the Commissioner of Public Works and City Solicitor;

   (c) Relocate, at its expense, the existing north-south watermain presently located east of Stadium Road to within the Stadium Road right-of-way;

(d) Submit plans showing detailed information on the existing grades of all properties adjoining the west side of Stadium Road and the impact that the

Alternative "C" grading plan will have on surface drainage and/or access to these properties and any necessary remedial measures in this regard;

(e) Pay all costs associated with the alteration of the elevation of Stadium Road, including any associated adjustments to existing services in Stadium Road and any associated adjustments in respect of surface drainage and/or access to properties on the west side of Stadium Road;

(f) Designate the driveway to be used for passenger drop-offs at the proposed Island Airport Terminal in the Temporary Island Airport Parking Lot, Alternative 7C, for one-way operation; and

(g) Adjust the parking supply proposed on Bathurst Quay on the basis of the approved recreational parking strategy, once such a strategy, satisfactory to the Commissioner of Public Works, has been adopted;

2. All development within Bathurst Quay be required to comply with the following conditions:

(a) All foundation drains and storm drainage from any below-grade areas shall be pumped to the storm sewer system;

(b) All sanitary drainage from areas below-grade shall be pumped to the sanitary sewer system;

(c) A separate detailed Noise Impact Statement shall be submitted for each proposed development within the Sub-Area coincident with the submission of plans for such development for the approval of City Council, pursuant to Section 40 of the Planning Act, such separate Noise Impact Statements to be evaluated in the context of the overall Noise Impact Statement forming part of the Sub-Area Plan and on the assumption that the entire development in Bathurst Quay is completed;

(d) Each building containing residential units, other than townhouse units with a direct non-mechanical means of access to grade, shall provide for the compactor container method of garbage handling and disposal, including the provision and maintenance of a compactor unit in a garbage room in each building,

space to store the garbage containers until collection day and a modified Type B loading space where collection will actually take place; and

3. No vehicular access be provided from Parcel 1 to Stadium Road.

Appendix D - 2

CITY OF TORONTO
DEPARTMENT OF PUBLIC WORKS

May 31, 1983

To: Commissioner of Planning and Development

Subject: Bathurst Quay Sub-Area Plan -
File: 402.5

Origin: Letter (April 22, 1983) from Mr. Malcolm Leibel of the Harbourfront Corporation, letter (April 26, 1983) from Mr. Ted Davidson of your Department and attachments respecting amendments to the proposed Bathurst Quay Sub-Area Plan (c39cpd83142:32)

Comments:

The above noted communications raise certain points respecting the recommendations in my April 8, 1983, report to you, and/or suggest modifications to the proposed Sub-Area Plan. The specific items involved and my comments thereon are set out below:

1. Easement across Development Parcel 5 to accommodate an existing east-west watermain on Bathurst Quay

Recommendation No. 1(b) of my April 8, 1983, report was that Harbourfront grant such an easement to the City. This watermain forms part of a loop connecting the existing watermains on Bathurst Street and Stadium Road.

Harbourfront has suggested that this east-west watermain be abandoned. However, this would create a relatively lengthy dead-end watermain on Bathurst Street, which is undesirable. While I am not in favour of abandoning the east-west watermain in its entirety, I would have no objection to the construction of a new watermain to connect the existing east-west watermain to the proposed new watermain on Park Road, as an alterative to maintaining the portion of the existing watermain that crosses Parcel 5.

Accordingly, Recommendation No. 1(b) of my April 8, 1983, report should be amended by adding to the end thereof:

"or, in the alternative, construct a new watermain, in accordance with the provisions of the Harbourfront Master Agreement, connecting the existing east-west watermain across the south end of Bathurst Quay with the proposed new watermain on Park Road."

2. Pumping of storm and sanitary drainage from below grade areas

In Recommendation Nos. 2(a) and 2(b) of my April 8, 1983, report, I recommended that storm and sanitary drainage from below grade areas in developments on Bathurst Quay be pumped to the respective sewer systems. Harbourfront proposes to raise the elevation of certain roads in Bathurst Quay and, therefore, it may not be necessary to pump the drainage from below grade areas in all cases.

Accordingly, the above Recommendations should be amended to read as follows:

"2(a) All foundation drains and storm drainage from any areas below grade or below an elevation of 78 m (whichever is lower) shall be pumped to the storm sewer system;

(b) All sanitary drainge from areas below grade or below an elevation of 78 m (whichever is lower) shall be pumped to the sanitary sewer system;"

3. Designation for one-way operation of the driveway for passenger drop-offs at the proposed Island Airport Terminal (illustrated in Island Airport temporary parking Alternative 7c)

In Recommendation No. 1(f) of my April 8, 1983, report, I recommended that the above noted driveway be designated for one-way operation instead of two-way operation, as illustrated on the plan submitted by Harbourfront. Harbourfront now advises that they are seeking approval for only the proposed approximate area and location of the relocated temporary parking facilities and that parking layout and operational requirements would be finalized at a later date.

While I have no objection to finalizing the details of the parking layout and circulation system for the Toronto Island Airport temporary parking facilities following approval of the Sub-Area Plan, I should point out that these features are illustrated on each of the alternative

temporary parking arrangements and, therefore, should be consistent with good traffic engineering practice. Accordingly, Recommendation No. 1(f) should be retained.

4. Revised Map 6, on which vehicular access to Parcel 1 from Stadium Road has been eliminated

This satisfies Recommendation No. 3 of my April 8, 1983, report.

5. Modifications to the proposed alternative locations for the STOL parking garage on Bathurst Quay

These modifications do not affect matters under my jurisdiction other than with respect to the alternative which now indicates construction of above grade facilities within the southern end of the existing Bathurst Street right-of-way. In this regard, it will be necessary for Harbourfront to apply for the closing and conveyancing of the affected portions of Bathurst Street, in accordance with the requirements of the Municipal Act.

6. Additional alternative proposals for the temporary Island Airport parking lot

Harbourfront has now added Alternative Nos. 7g and 7h and has indicated that these new alternatives are its preferred options. These alternatives are the same as alternative Nos. 7c and 7d, except for the addition of a row of parking spaces within the west boulevard of Bathurst Street, extending north for a distance of some 78 from the proposed access to the airport parking. Inasmuch as neither of these alternatives conflict with the functional plan for Bathurst Street, illustrated on Map 3 of the Bathurst Quay Sub-Area Plan, I have no objection to either proposal. Of course, it will be necessary to apply to my Department for the leasing of the boulevard area.

I also note that Alternative 7g has a passenger drop-off driveway similar to that in Alternative 7c and, accordingly, Recommendation No. 1(f) of my April 8, 1983, report, as discussed under Item 3, above, also applies to Alternative 7g.

7. The provision of "temporary recreational parking" along the west side of the Bathurst Street right-of-way, between the proposed temporary Island Airport parking facilities, noted above, and the Queens Quay West Extension

Commissioner of Planning and Development May 31, 1983

Harbourfront proposes to amend the Sub-Area Plan in order to indicate the possibility of using portions of the Bathurst Street right-of-way for recreational parking. Such parking facilities are illustrated on Map 5d. The proposed recreational parking facilities conflict with the functional requirements for Bathurst Street south of the Queens Quay West Extension, illustrated on Map 3 of the Sub-Area Plan, and, therefore, the Sub-Area Plan should not be amended as proposed by Harbourfront in this regard.

Commissioner.

____sf
RB

Appendix E

DEPARTMENT OF PARKS AND RECREATION
City Hall, Toronto M5H 2N2

April 26th, 1983

Mr. Stephen G. McLaughlin,
Commissioner,
Planning & Development
Department,
20th Floor, East Tower,
City Hall,
Toronto, Ontario.

Attention: Mr. Ted Davidson

Dear Sir: RE: Bathurst Quay Sub-Area Plan

Further to your correspondence of January 31st and March 7th and the recent meeting between Mr. Ted Davidson of your Department and members of my staff, I wish to make the following comments.

1) In reference to the open space concept plan, I note that the largest parcel of open space has been reduced in size from 5.3 acres as submitted in the preliminary Sub-Area Plan to 5.05 acres. This will further reduce the options for park development.

2) The open space identified as 0.6 acres at the south-west corner of Bathurst Street is to be used for STOL parking and would not be developed for park purposes until Phase II. I am of the opinion that this parcel of land should not be referred to as part of the open space provisions as park development is unlikely in the near future and may in fact never occur.

3) Reference is made in the text for the provision of +/- 1.5 acres of park land as part of the development of parcels 8 and 9. It is also stated that the lands offered for dedication should have a major frontage on either Queen's Quay West or Bathurst Street. I believe it is important this parcel have its major frontage on Bathurst Street in order to relate to the major park development on the west side of Bathurst. This should be a condition for development of parcels 8 and 9.

4) Reference is made to a "Bathurst/Quay Neighbourhood Committee" to examine various issues of social and

community significance. I believe that this Department should be represented on that Committee in so far as the park development and programmes is concerned.

5) During discussions with Mr. Davidson, it was made apparent that the parking arrangements have been amended considerably. One proposal under consideration is to utilize the right-of-way on the west side of the Bathurst Street pavement for parking purposes. I am vehemently opposed to this proposal. During the discussion of the preliminary Sub-Area Plan, the position was put forward that the open space would be considerably larger than indicated because the aforementioned street right-of-way could also be developed for park purposes. In addition, it is an undesirable arrangement to have what will no doubt be active play space adjacent to a car parking area.

6) I understand the landscape plans are "concept" plans only. I wish to provide considerable input, possibly through the Bathurst Quay Neighbourhoods Committee and the final landscape design should be subject to the approval of the Commissioner of Parks and Recreation. Generally, a park of this size would include a number of components and without limiting the options, I envisage that this open space should include at least the following.

   a) Flood lit combination playfield.

   b) Play structures for both pre-school children and youth.

   c) A structure that would house public washrooms, playground, storage space and a park storage.

   d) Wading pool.

   The cost of this development should be borne by the Harbourfront Corporation.

7) In order to maximize the size of the large parcel of open space, I believe consideraion should be given to relocating the roadway which runs from Bathurst Street to the ferry basin further south.

I believe the foregoing summarizes the discussions of April 22nd and should further information be required, please contact Herb Pirk at 7251.

Commissioner of Planning and Development May 31, 1983

Yours truly,

Commissioner of Parks and Recreation.

Appendix F

CITY OF TORONTO
HOUSING DEPARTMENT

George C. Cook
Commissioner

March 14, 1983

Mr. Stephen G. McLaughlin
Commissioner
Planning and Development Department
20th Floor, East Tower
City Hall

Attention: Mr. Bernard Shalka

Dear Sir:

RE: Bathurst Quay, Sub-area Plan,
Harbourfront Lands

Thank you for your letter of March 7, 1983, requesting my comments on the above documents circulated by you. My staff provided their comments to Harbourfront at the time their preliminary sub-area plan proposals were circulated. It appears that most of these comments have been taken into account in the document you provided. The Architects for each of the Cityhome sites are preparing schematic designs on the basis of these documents. Consequently, I have no further comments at this time.

Yours truly,

Commissioner

Appendix F

CITY OF TORONTO
HOUSING DEPARTMENT

George C. Cook
Commissioner

May 9, 1983

Mr. Stephen G. McLaughlin
Commissioner
Planning & Development Department
E.20, City Hall

Attention: Mr. N.E. Davidson

Dear Sir:

RE: Bathurst Quay - Sub-area Plan - Service Access

I have received you letter dated April 26th, 1983, which lists various proposed changes to the Bathurst Quay-Sub-area Plan. Generally, the changes appear to relate to various parking proposals for the airport and do not relate directly to the housing developments.

In paragraph one of your letter, you report that the Commissioner of Public Works has recommended that no vehicular access be provided from Stadium Road to Parcel 1; I have no objections to this change providing I may obtain service access from Lakeshore Boulevard to this parcel.

In reviewing Map 6, I note that the service access to Parcel 3 is shown from Stadium Road only. Although my current design for this parcel shows access to the underground parking from Stadium Road, I expect the project to be serviced from Park Road or Queen's Quay West. In order to maintain the maximum number of grade related units, I expect that both the drop-off area and service access will be from Queen's Quay West so that the maximum amount of building frontage may be retained along Park Road.

Since it is not practical to service Parcel 3 from Stadium Road, I would appreciate your considering a change that would allow servicing of this parcel from either Queen's Quay West of Park Road.

Commissioner of Planning and Development May 31, 1983

If you have any questions, please contact Mr. Pearson at the above number.

Yours truly,

Commissioner

Appendix G

THE TORONTO HARBOUR COMMISSIONERS

March 2, 1983

Mr. S. McLaughlin,
Commissioner,
Planning & Development Department
City of Toronto,
City Hall,
Toronto, Ontario
M5H 2N2

Dear Sir:

The Bathurst Quay Sub-Area Plan forwarded under your letter of January 31, 1983, has been considered by the Commissioners. The two areas of concern to the Commissioners in this plan are its impact on the provision of parking and access requirements for the Toronto Island Airport and the impact of the proposal on vehicular access to and from T.H.C. lands on the west side of Stadium Road.

With regard to the first issue, it is noted that the preferred solutions for short and long term airport access and parking do not meet the criteria established by our officials or the Access Study Group. It has been hoped that requirements for the airport, which has been in existence for over 40 years in this location, would have taken priority in the planning for this area. This, unfortunately does not appear to be the case, as airport facilities are being cut back to accommodate Harbourfront objectives.

It is noted that the plan is not shown as being circulated to either M.O.T. or M.T.C. Clearly, both Ministries have a vital interest in ensuring that short and long term parking arrangements are adequate, and access requirements for servicing and fuel are properly protected. The Commissioners therefore request a meeting of T.H.C., M.O.T., M.T.C. Metro, City and Harbourfront officials to attempt to arrive at a mutually satisfactory agreement for airport parking and access.

The other area of interest to the Commissioners is the suggestion in the plan for the elimination of left turns into or out of Stadium Road. Because of the impact of this proposal on vehicular access to and from T.H.C. lands on the west side of Stadium Road, either under existing or future more intensive uses, we need to receive assurances from the appropriate municipal

officials that Queen's Quay West will be permanently available to users of T.H.C. lands as a connection between Bathurst Street and Stadium Road if this left turn prohibition is implemented.

I assume that your staff, as co-ordinators of comments on this sub-area plan, would be prepared to arrange the necessary meeting to discuss these two issues. I would request that they contact Mr. Brad Guest, our Director of Property Operations, who will be our representative in these discussions.

Yours very truly,

General Manager

Copies to Mr. H. Cohen, Harbourfront.

Members of Harbourfront Review Committee.

Appendix H

TORONTO TRANSIT COMMISSION

February 22, 1983

Mr. Stephen G. McLaughlin,
Commissioner
Planning & Development Department
City of Toronto
City Hall
Toronto, Ontario
M5H 2N2

Dear Mr. McLaughlin:

RE: Harbourfront Bathurst Quay Sub-Area Plan

The TTC has reviewed the sub-area plan for Bathurst Quay prepared by Harbourfront Corporation, and we offer the following comments:

- Regarding the surface transit improvements, the TTC will continue to work with Harbourfront Corporation to ensure adequate surface transit service to residents and employees of the area, as development proceeds. New services may include a Queen's Quay West bus or streetcar service, although no definite commitment has been made by the TTC at this time to any specific service improvements.

- The Harbourfront concerns regarding use of Queen's Quay West as an ICTS corridor are appreciated; however, we believe that this option should be kept open. The Queen's Quay alignment is definitely an alternative for future comparative evaluation and could prove to be the preferred alignment, for physical or operational integration reasons.

Yours very truly,

A.H. Savage
Chief General Manager

Appendix I

DEPARTMENT OF ROADS AND TRAFFIC

March 16, 1983

Mr. Stephen G. McLaughlin
Commissioner
City of Toronto Planning &
Development Department
City Hall, Toronto, Ontario
M5H 2N2

RE: Harbourfront - Bathurst Quay

Dear Sir:

We have received the site plans submitted by you for the Bathurst Quay Sub-Area Plan and have reviewed them with staff of the T.T.C., Metro Planning Department and the Ministry of Transport.

While the Metropolitan Planning Department will be communicating a joint response for the interested agencies, we wish to advise you that this Department has no objections to the proposal.

Finally, we have attached for your information, a copy of a letter from Mr. Cass to the Commissioner of the City of Toronto Housing Department, relating to your submission on Bathurst Quay.

Yours very truly,

Geo. M. Bruce
Chief Planning Engineer

c.c. Mr. H.S. Watson
c.c. Mr. L. Rach

Commissioner of Planning and Development May 31, 1983

THE MUNICIPALITY OF METROPOLITAN TORONTO
Department of Roads and Traffic

February 22, 1983

Mr. George C. Cook
Commissioner
City of Toronto Housing Department
14th Floor, 180 Dundas Street West
Toronto, Ontario
M5G 1Z8

RE: Harbourfront, Bathurst Quay

Dear Mr. Cook:

Further to your January 28, 1983 letter, my staff have reviewed the site plans for Phase I of Bathurst Quay, again.

In the interest of proper overall site planning, it was our hope that this development could be restructured to preclude all access directly from Lake Shore Boulevard. As you can appreciate, Lake Shore Boulevard is a heavily travelled arterial and any points of direct frontage access compromises the level of arterial service that can be provided for through traffic.

While I am somewhat unhappy that all site access could not be developed through the local street system, I am prepared to accept Scheme 8 to provide a right turn in-out access for garbage pickup/moving bays, on the basis of its infrequent use and restrictive movements.

I trust that our relaxation of access will now resolve your concerns over the proposed Phase I development of Bathurst Quay.

Yours truly,

S. CASS, P. Eng
Commissioner of Roads and Traffic

c.c. Mr. G.M. Bruce
c.c. Ms. S. Joel

Appendix J

METROPOLITAN PLANNING DEPARTMENT

Mr. S. McLaughlin
Commissioner of Planning & Development
City of Toronto
20th Floor, East Tower
City Hall
Toronto, Ontario

Attention: Mr. N.E. Davidson

Dear Sir:

RE: Bathurst Quay Sub-Area Plan

Subsequent to discussions with representatives of your Department, the Department of Roads and Traffic, Transport Canada, the Harbour Commissioners and Harbourfront, we have now completed our review of this proposal and have the following comments:

1. Bathurst/Queens Quay Intersection

   The Department of Roads and Traffic have advised that this intersection will accommodate anticipated traffic volumes. The Metropolitan Director of Traffic has advised that the warrants for traffic signals at this intersection will be reviewed in the future as development proceeds. It is recommended that this intersection operate initially under stop-control with stop signs on Queens Quay.

2. Stadium Road/Lake Shore Intersection

   When Queens Quay is extended to Stadium Road, the Lake Shore/Stadium Road intersection will be limited to in-right, out-right operation. The existing pedestrian actuated signal will remain to assist pedestrians crossing Lake Shore to Fleet Street.

3. Toronto Island Airport - Access and Parking

   In reviewing the various temporary parking options presented in the Sub-Area Plan (including two new options presented by Harbourfront on April 11), we note with concern that the maximum number of spaces provided is 145. The recently

completed Toronto Island Airport Access Study has determined that 290 parking spaces would be required at the start of STOL operations. These spaces could be provided on a temporary surface lot at a location agreed by the City, the Harbour Commission and Harbourfront, or as the initial stage of an estimated 400-space parking structure required when the airport achieves full development.

We support the retention of the 30-metre (100 foot) right-of-way of Bathurst Street between Lake Shore Boulevard West and the waterfront to ensure that all future western gap-crossing options are protected.

4. Rapid Transit Corridor

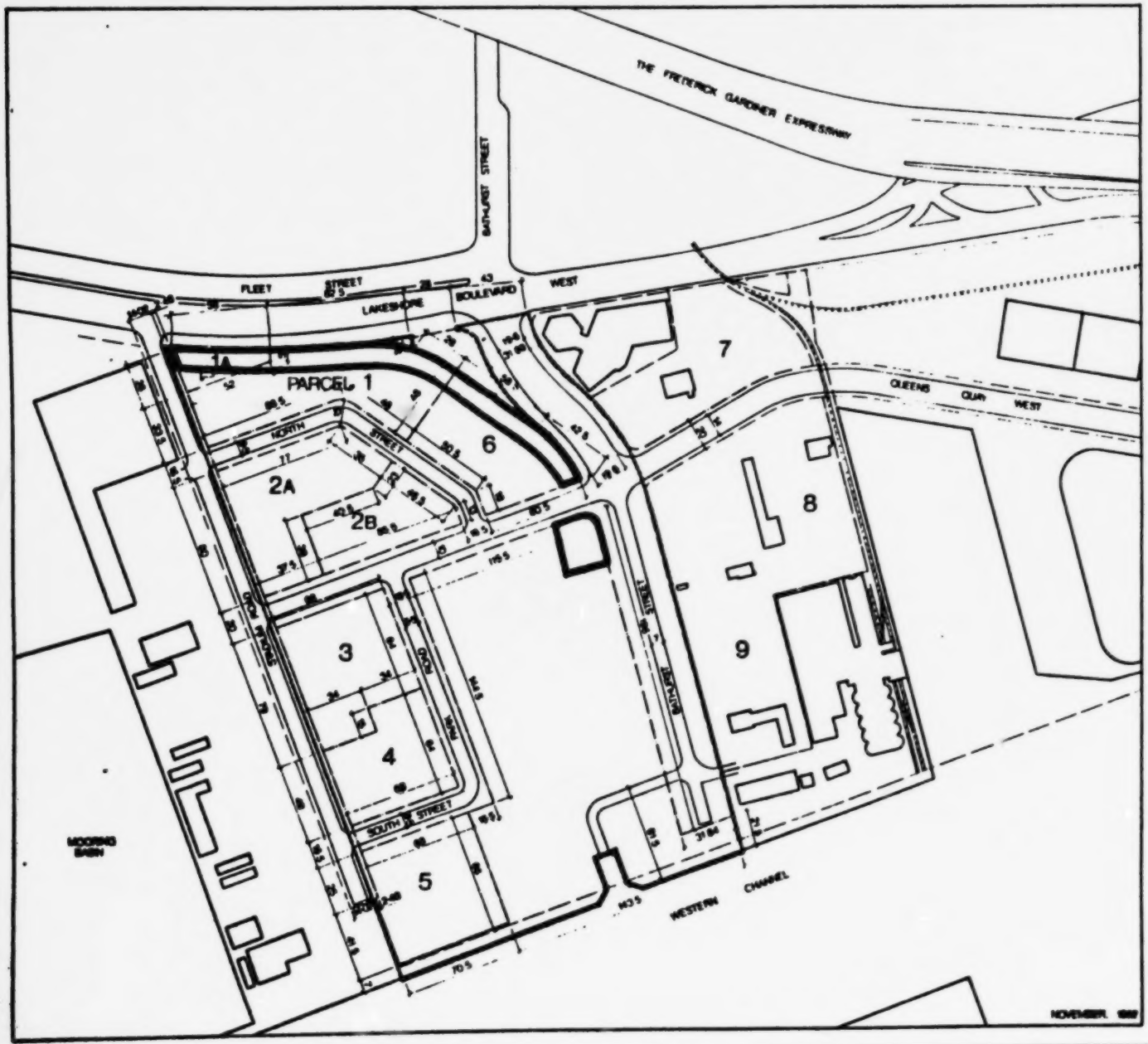
The right-of-way requirements for a transit service through Harbourfront have now been identified. With respect to the Bathurst Quay Sub-Area Plan, the right-of-way which should be protected is a 10-metre wide strip of land adjacent to Bathurst Street and Lake Shore Boulevard. In addition, some provision should be made for a possible future turn-around loop for the transit vehicles in the southwest quadrant of the Queens Quay/Bathurst Street intersection. The transit right-of-way and the loop are indicated in red on the attached plan.

From a Metropolitan perspective, other issues related to the proposed Sub-Area Plan appear to have been satisfactory resolved. Should you require further information or clarification of any matter, please call.

Yours truly,

R.J. Bower

Commissioner of Planning



NOTE: Dimensions are approximate and will be confirmed by survey

APPENDIX J

2 PARCELS & DIMENSIONS

BATHURST QUAY

Appendix K

METROPOLITAN SEPARATE SCHOOL BOARD

February 22, 1983

Mr. S.G. McLaughlin
Commissioner of Planning and Development
City Hall
East Tower, 20th Floor
TORONTO, Ontario
M5H 2N2

Dear Sir:

RE: Bathurst Quay Sub-Area Plan

This will acknowledge receipt of the same as of February 10th, 1983

This document will be retained in the Harbourfront file in the Board's planning department.

Yours truly,

R.A. Wilson
Co-ordinator of Planning

Appendix L - 1

HARBOURFRONT

May 20, 1983

Mr. N.E. Davidson
Program Manager
Waterfront and Railway Lands Section
Planning and Development Department
19th Floor, East Tower
Toronto, Ontario

Attention: Bernard Shalka

Dear Sir:

I am given to understand that Metro Planning will be reporting to you on the Bathurst Quay Sub-Area Plan sometimes next week. I have been informed that amongst other matters, Metro Planning will be requesting that a 10 metre wide transit corridor be preserved along the northern boundary of Harbourfront lands.

As you are aware, Harbourfront required a 5 metre set-back on Parcel 1 in order to accommodate any such transportation corridor. As indicated in the I.C.T.S. Route Feasibility Study conducted by Harbourfront, there exists a 5.4 metre wide area of land between the northern boundary of Harbourfront and the road curb of Lakeshore Blvd. It is Harbourfront's view that those lands in addition to the 5 metre wide set-back on Harbourfront lands are sufficient to accommodate any transit corridor required by Metro.

Building plans are currently underway for Parcel 1. Accordingly, it is not possible to accommodate the entire transit corridor on Harbourfront lands. Even if building plans were not underway, the site plan constraints on Bathurst Quay would not permit adjustment to parcel sizes without affecting such matters as parcel configuration, road dimensions, and the 5 acre park.

Please find enclosed a map which indicates the approximate location of the Parcel 1 building related to the northern boundary of Harbourfront lands. The dimensions indicated on this map are

taken where the building lies in closest proximity to Lakeshore Blvd.

At its closest point, the building lies 5.5 metres from the northern property line of Harbourfront. That distance increases significantly since the building curves in a southerly direction. The 9.6 metre dimension refers to the minimum required area to accommodate an L.R.T. This map along with the information provided in the I.C.T.S. Route Feasibility Study, indicates that an L.R.T. can be accommodated in the location proposed by Harbourfront.

In the event that you have any questions on this matter or on any matters related to the Bathurst Quay Sub-Area Plan during my absence, please contact Frank Mills.

Yours truly,

Malcolm Leibel
Project Manager

Encl.

APPENDIX L - 2

Harbourfront

Ref: BQ-12/15

May 19, 1983

Mr. N. Edward Davidson
Program Manager
Waterfront and Railway Lands Section
City of Toronto
Planning and Development Dept.
City Hall
19th Floor, East Tower
Toronto, Ontario
M5H 2N2

Attention: Mr. Bernard Shalka

Dear Sir:

As previously requested, the following is an update on recent efforts to determine the need for a day care centre at Bathurst Quay.

Late last year, Harbourfront initiated the creation of the Bathurst Neighbourhood Committee which has representatives on it from each of the three co-operative housing residents groups, Cityhome and Harbourfront. This Committee has been meeting on a regular basis to discuss various community development matters and has for the most part focused energy on the consideration of day care. In fact, a day care sub-committee was established to specifically address the need for, cost and feasibility of a new day care.

As you know, in March of this year the sub-committee undertook a co-op needs survey in order to determine the demand for day care. Cityhome made projections of their day care needs on the basis of data generated from a survey conducted in the St. Lawrence Neighbourhood during the summer of last year. The St. Lawrence survey included information on the number of children per unit type and the extent of the community's use of the neighbourhood day care centre.

The Bathurst Quay survey, a copy of which was sent to you in Malcolm Leibel's letter of March 30, 1983, was conducted with the aid of Jane Beach, a Work Place Day Care Co-ordinator on contract

with the City. Ms. Beach also compiled the data from the survey and has discussed it with both the Bathurst Neighbourhood Committee and the day care sub-committee. A summary of the survey responses is attached for your information.

The response to the survey was unexpectedly high (i.e. 50%) and overall, the exercise has been useful for two main reasons. First, the overall demand as indicated by the raw data is approximately 33% lower than the original projections of demand made by the respective co-op groups prior to the survey. Nonetheless, the demand indicated by the survey is very likely inflated for reasons discussed below.

Second, the survey information has been grouped on a project specific basis and as a result, provides useful information on household profile. However, Ms. Beach has identified two critical concerns with the demand figures.

First and foremost, every household with children under the age of 10 indicated they would use a day care if developed at Bathurst Quay. Ms. Beach points out that based on experiences in the past this 100% rate of use is unrealistic. Ms. Beach suggests that one might expect the user rate for an on site day care to be approximately one third of the potential user group in the community. This observation is generally supported by the results of the St. Lawrence survey where it was found that of all the children living in Phases A and B requiring child care:

- 15% attend a day care outside of St. Lawrence
- 54% have other child care arrangement (includes parent at home, babysitter etc.)
- 31% attend the St. Lawrence Day Care

The second problem with the survey relates to the lack of income information. The ability to pay the fee of approximately $100/week is considered critical in view of the significant reduction in the creation of new day care subsidy agreements from Metro. (Informal discussions with officials from the Child Care Services Dept. of Metro have led us to believe that in spite of the reduction in the number of new subsidy agreements, any new facility in the area of the waterfront would likely qualify for a certain number of such spaces, if created, given the lack of day care anywhere south of Queen Street.)

Not all of the 34 households that responded positively to the need for day care completed the income and cost information. Of the 29 respondents who indicated specific annual household incomes, 15 would likely require subsidy according to Ms. Beach. Of the 20 respondents who indicated what fees they were willing to pay, only 4 indicated they would pay $15-$20/day or more, that is, only 4 are willing to pay what is currently considered the standard non-

subsidized fee for day care. On this point Ms. Beach has suggested that some public education on the cost of quality day care is likely required.

As a means of testing the Bathurst Street raw survey data, I have also attached projections which apply the child per unit type factors from the St. Lawrence survey findings to the Phase I neighbourhood. Applying the St. Lawrence factors to Phase I unit mixes and subsequently calculating the same 31% rate of use yields a demand of 24 child spaces. In the case of the Bathurst survey data, the 31% user rate has also been applied to the sum of the 35 childrn in the 0-5 years* age group plus the 29 children in the 0-5 years* group from the Cityhome projections,* generating an approximate need for 20 child spaces.

As a reuslt of the similarity in the two projected figures, Ms. Beach has advised the sub-committee that the Phase I need for day care is likely in the magnitude of 20-24 child spaces. This could be considered as a low to moderate need. Even the validity of this figure cannot be tested since there is insufficient data on the users' willingness to pay standard day care fees, nor is it possible to project the availability and number of future subsidy arrangements with Metro.

*Note: Consideration of only the preschoolers, i.e., 0-5 years age group, has been recommended by Jane Beach as the first priority user group to serve in any potential day care.

In its most recent meeting the sub-committee devised certain alternative courses of action which it will discuss with the Bathurst Neighbourhood Committee at its next meeting on June 1st. These are:

1) That no action be taken towards the development of a new day care in view of the low to moderate need; under this scenario it is likely that the committee would further elect to monitor the availability of day care spaces in the general vicinity of Bathurst Quay and explore appropriate means of meeting the future demand for the service;

2) That a working interim board be established and commence efforts to establish a day care to serve Phase I, possibly in a portion of an existing structure on Bathurst Quay or in a new structure. On this point, Ms. Beach has advised the group that the economics of operating a day care with as few as 20 -

24 child spaces have tended to be less feasible than a day care with 40 or more child spaces;

3) That a working interim board be established and commence efforts to establish a major day care that would serve more than Phase I needs. These efforts would, in part, focus on initiating the involvement of other potential user groups in the vicinity of Bathurst Quay (e.g. Dylex, Molson's, Glob & Mail, etc.).

Since little capital funds are currently available from various government sources, an aggressive fund-raising would be required for alternatives two and three.

I will further inform you once the Bathurst Neighbourhood Committee has made a decision on its next steps regarding day care. In the meanwhile, please call if you would like further information.

Yours truly,

Helen Psathas
Development Co-ordinator

APPENDIX L - 3

Harbourfront

Ref: BQ-12

May 11, 1983

Mr. Ted Davidson
Program Manager
Waterfront and Railway Lands Section
Planning and Development Department
City Hall
19th Floor, East Tower
Toronto, Ontario
M5H 2N2

Attention: Bernard Shalka

Dear Sir:

Thank you for the copy of the letter dated April 26, 1983 from the Commissioner of Parks and Recreation regarding the Bathurst Quay Sub-Area Plan. I have the following comments regarding that communication.

1) Park Area

The Commissioner of Parks and Recreation has noted that the large park has been reduced from 5.3 to 5.05 acres. The primary reason for the reduction in park size relates to the Commissioner of Public Works recommendation contained in his comments on the Bathurst Quay Preliminary Sub-Area Plan that public right-of-ways be increased in size from 15 metres (as originally proposed) to 16.5 metres in width. Harbourfront has coplied with that requirement and in doing so the area of the park must be correspondingly reduced. Harbourfront does not take the view that a reduction of .25 acres will reduce the options for park development, particularly in light of Harbourfront's commitment to provide an additional +/- 1.5 acres of land for future park development east of Bathurst Street.

2) Small Park

Harbourfront included the small park in the Bathurst Quay Sub-Area Plan as a result of your request to indicate all potential land uses west of Bathurst Street. For reasons indicated in Section of the Bathurst Quay Sub-Area Plan, this area cannot be conveyed to the City for park development until such time as a consolidated parking garage is approved

and constructed east of Bathurst Street. Nonetheless it is Harbourfront's view that area of land in question should ultimately be developed as park.

3) Major Frontage

The matter regarding the major frontage of the +/- 1.5 acre park was decided by City Council in its consideration of the Bathurst Quay Preliminary Sub-Area Plan. As you are aware Council indicated that this park should have a major frontage on either Bathurst Street or Queens Quay. However, Harbourfront does recognize that access to that park should be provided from Bathurst Street in order to relate to the major park development. Accordingly, Harbourfront is prepared to guarantee access from Bathurst Street, but cannot determine the location of the major frontage of this additional park land until such time as Harbourfront undertakes detailed site planning for lands east of Bathurst Street.

4) Bathurst Quay Neighbourhood Committee

Harbourfront will be organizing a Parks Design Committee in the near future. I anticipate that the Commissioner of Parks and Recreation will play a leading role on this Committee.

5) Parking

The parking proposal on the Bathurst Street right-of-way north of the revised Island Airport access and parking relocation proposal was made at the suggestion of your department. While Harbourfront concurs with your department that additional parking for recreational use would be advisable, the use of the western portion of the Bathurst Street right-of-way is entirely within the City's jurisdiction.

6) Park Facilities

Appropriate lighting will be provided for the combination playing field. Also, Harbourfront is prepared to ensure that appropriate play structures will be provided. Harbourfront does not view the cost of the provision of washrooms, storage facilities etc. as its responsibility. The principle by which costs related to buildings associated with the City's recreational park requirements are to be borne by the City has been recognized by the Commissioner of Parks and Recreation for the +/- 1.5 acre park east of Bathurst Street. In Harbourfront's view the same principle applies to such facilities in the 5 acre park.

7) Airport Ferry Access Road

The precise location of the airport ferry access road has not been determined. As indicated in Harbourfront's letter of

containing revisions to the sub-area plan, Harbourfront is seeking approval only for the area indicated in the amended Maps 7G and 7H related to the temporarily relocation of the Island Airport access and ferry facilities. As you are aware the area occupied by these facilites cannot be further reduced. However, when the final lay-out of these facilities is being determined by Harbourfront and the Toronto Harbour Commissioners in consultation with your department, and the Commissioner of Public Works the comments of the Commissioner of Parks and Recreation will be considered.

Should you require any further clarification regarding the above, please do not hesitate to contact me.

Yours truly,

Malcolm Leibel
Project Manager

APPENDIX L - 4

Harbourfront

March 30, 1983

Mr. N. Edward Davidson
Program Manager
Waterfront and Railway Lands Section
City of Toronto
Planning and Development
City Hall
19th Floor, East Tower
Toronto, Ontario
M5H 2N2

Dear Sir:

Thank you for your letter dated March 29, 1983, regarding your department's comments on the Bathurst Quay Sub-Area Plan. The following paragraphs are intended to address the matters raised by your department and include certain amendments to the sub-area plan.

1. Additional Parkland

Page 4, Paragraph 1, Sentence 2: Delete the word "may" and insert the word "will".

2. Open Space Accessible to the Public

The matter of the inclusion of sidewalks in the calculation of publicly accessible open space was decided in City Council's consideration of the Spadina Sub-Area Plan - Phase A, wherein sidewalks were included. Accordingly the text of Section 2.6.1., Map 5A, and Table 1 were prepared in light of City Council's decision. Accordingly, no changes are required.

3. Building Envelopes

Please find enclosed a revised Map 8, Building Envelopes. The envelopes for the Phase I Bathurst Quay development have been revised taking into consideration information currently available from the housing proponents. The following revisions have been made. On Parcel 1, Harbourfront has voluntarily limited the height of any building lcoated within the height flexibility zone on Map A, to 32 metres above grade. Secondly, no building on Parcel 2A shall exceed a height of 15 metres above grade. Thirdly, no portion of any building located in the area indicated on Map 8 and fronting

onto Stadium Road shall exceed a height of 15 metres above grade.

Section 2.12, "Building Envelopes" of the text should be revised in the following manner:

Paragraph 4. After the words "...in the location indicated on Map 8," add the sentence, "Further no building located within this height flexibility zone shall exceed a height of 32 metres above grade."

Paragraph 6. Delete the sentence commencing, "While Map 8 indicates that buildings" and insert the following sentence, "Map 8 indicates that no buildings located on Parcel 2A shall exceed a height of 15 metres above grade and no building located on Parcel 2B shall exceed a height in excess of 25 metres above grade."

Paragraph 7. Delete the sentence commencing with the words, "While Map 8 indicates that no buildings shall exceed..." and add the following sentence, "Map 8 indicates that no building facing directly onto Stadium Road shall exceed a height of 15 metres above grade and that the remainder of any buildings located on Parcels 3 and 4 shall not exceed a height of 25 metres above grade.

You have raised concerns about obstruction of views to the view corridor on Parcel 5 and 6. Specifically, Harbourfront has indicated that no structure above a maximum height 2 metres above the average finished road grade elevation of Queens Quay will encroach within the corridor.

The height of 2 metres has been calculated taking into consideration the following matters. The design and configuration of all development parcels within the Bathurst Quay Sub-Area Plan boundaries are predicated on the assumption that parking maybe located approximately 1/2 level below grade and that each parcel be parking self-sufficient. Also, as has been indicated in Appendix II, the elevation of the parking slab is most efficiently located above the historical high water mark of Lake Ontario. (75.69 metres above Canadian Geodetic Datam) Thus any parking structure designed according to all these criteria will project above the finished grade elevation of surrounding roads and landscaped open space. At this time it is difficult to predict the precise height of any such structure above grade. However, for the purposes of the sub-area plan, Harbourfront has assumed that the parking structure would project above grade by approximately 1.2 metres. (See Appendix III, Figure 4).

Further, Harbourfront has allowed for an additional .8 metres to permit landscaping above such a parking structure, if desired. Thus the height of 2 metres above the finished grade elevation noted in the sub-area plan is considered a minimum in order to accommodate a parking structure approximately 1/2 level below grade and a landscaped deck baove.

Further, it is worth noting that the most effective perception of the view corridor can be taken from Bathurst Street north of Lakeshore Blvd. From that vantage point, a parking structure with landscaping above will not be a significant barrier. Finally, it should be stressed that the view corridor, in fact, can only be perceived from the latter vantage point since the Imperial Oil gas station and landscaping on that property prevent a direct on-grade view and will do so indefinitely.

4. Section 2.5 Community Services and Facilities

You have requested that the appropriate portions of this section be revised in order to update the plan with respect to recent efforts to determine the demand for, and feasibility of day care on Bathurst Quay. The Bathurst Neighbourhood Committee conducted a needs survey (copy attached for your information) amongst its membership during March. The analysis of this survey is being co-ordinated by Jane Beach and Loral Rothman from your department. Originally it was hoped that the analysis could be completed this month, however the response rate, which was approximately 50%, was much higher than originally anticipated. The results of the survey should be known by the end of next week. At that time I will be in a position to more fully update Section 2.15 as you have requested.

5. Housing Goals

Please find enclosed a revised Table 6. The major revision concerns the range given for the total number of family units required by Section 3.4 (ii) of the Official Plan. It should be stressed that the housing scenario provided in the sub-area plan is a numerical expression of the individual objectives of the Official Plan. For example the range provided for the total number of family units bares a direct relationship to the total number of units which Harbourfront estimates will be generated across the entire Harbourfront lands. Similarly the total number of assisted family units represents the number required by the Official Plan only. The quay-by-quay projections are based on Harbourfront's estimation of the numbr of assisted family units which may be accommodated on each quay.

The ranges provided for family units and assisted family units do not bear a relationship to each other since the

requirements in the Official Plan do not bear a relationship to each other. In short, the numbers are strictly derived from the structure of the Official Plan.

Insofar as the Bathurst Quay Sub-Area Plan is concerned, Table 6 indicates that the number of assisted family units planned for the Phase I development by definition exceeds the statistical requirements for the production of family units on Bathurst Quay.

In summary, assuming a total unit production of approximately 3,116 units across Harbourfront, Harbourfront can meet the assisted family unit requirement of the Official Plan and may exceed the minimum family unit requirement for Harbourfront if approximately 239 assisted family units are constructed within the Phase I project.

6. 3-Bedroom Units

Please find enclosed Table 7 which indicates, on a project-by-project basis the proposed number of three or more bedroom units in Phase I as transmitted to Harbourfront by the housing proponents. As you can appreicate, these figures are approximate only and can be verified at development review. Nonetheless this table indicates that up to 18% of the units to be constructed within the Phase I development will be three bedrooms or more. In Harbourfront's view this figure is substantial and therefore meets the requirements of the Official Plan.

If necessary, I will provide in a separate enclosure Harbourfront's estimation of the number of family units produced by each parcel in the Phase I development. Of course, these numbers are based on Harbourfront's and housing producers interpretation of the fmaily housing unit definition in the document provided by you entitled "Confronting the Crisis". It is reasonable to anticipate that this matter will be the subject of ongoing meetings between Harbourfront, your department, and the Phase I housing producers.

I trust that this letter responds to your concerns contained in your letter of March 29, 1983 concerning the Bathurst Quay Sub-Area Plan. Should you require any further information or clarification, please do not hesitate to contact me.

Yours truly,

Malcolm Leibel
Project Manager

APPENDIX L - 5

Harbourfront

Ref: BQ-12

March 22, 1983

Mr. N. Edward Davidson
Program Manager
Waterfront and Railway Lands Section
City of Toronto
Planning and Development Department
City Hall
19th Floor, East Tower
Toronto, Ontario
M5H 2N2

Attention: Mr. Bernard Shalka

Dear Sir:

As indicated by Section 2.16 "Housing Goals" of the Bathurst Quay Sub-Area Plan Harbourfront is proposing to develop four group homes for severely handicapped children on Parcels 1 and 2B. Each of the group homes will consist of a seven-bed facility with separate units provided in association with the group home for house parents and relief parents. At the time of the submission of the Bathurst Quay Sub-Area Plan, their location in each building had not yet been ascertained.

As you are aware, building design is currently underway. The developers of both Ceci's Homes and the housing components on Parcels 1 and 2b have determined that the group homes should be located within the first two floors above grade. This is logical as a result of the client group which the group homes serve, (handicapped children) and as a result of the desire that the group homes be located directly adjacent to outdoor play space.

Section 2.16 of the Bathurst Quay Sub-Area Plan indicated that Harbourfront will request that the four group homes be considered units suitable for families with children within the meaning of the term defined in the Official Plan, if they were to be located at or near grade. I believe that the arguments in support of this request to be very strong.

Subject to confirmation in the development review process, the design of the Ceci's Homes will meet the architectural requirements of Council's policy regarding the design of family units.

Secondly, unlike other units which will be designed for families with children, it is known at this time, that these particularl units will, in fact, be occupied by children. As you are aware, such occupancy cannot be guaranteed for other family units. The group homes will accommodate 28 children. The number of standard family units which may reasonably be expected to accommodate 28 children is considerably more than could be constructed in the area of the buildings to be occupied by Ceci's Homes. For example, in determining the number of school age children which may be generated by new projects, the Toronto Board of Education uses a figure of .13 children per unit. Actual child occupancy figures in family units located in St. Lawrence Phase A indicates that .48 children/two bedroom and an overall average of .49 children/unit are accommodated. (Survey - Cityhome 1980.) Based on these statistics, over 56 two-bedroom units would have to be provided to statistically allow for the accommodation of 28 children.

Thirdly, the housing proponents are ensuring that the physical design of the group homes will permit future conversion to family units similar in design to those which will be contained in their respective buildings. This can only be regarded as a prudent measure, since the operating funds provided by the Province for the group homes is only approved on a yearly basis. While there is every indication that funding support for the group homes will be available over the long term, provision for conversion of the group homes to standard family units is being made.

Finally, it should be noted that the recent decision of the Committee of Adjustment regarding Harbourfront's application for amendments to the Harbourfront Zoning By-law, requires that they be located on the ground floor level of the proposed apartment building's (decision enclosed).

Harbourfront is, therefore, requesting that before group homes be designated by Council as the equivalent of 22 family units. The gross floor area of the group homes exclusive of the units provided for house parents and relief parents, will be approx. 1800 sq.m. Assuming an average 2 bedroom unit size of 80 sq.m. this would yield slightly in excess of 22 family units.

Council's policy concerning family units is, of course, a City wide policy general in its intent and not designed to address particular situations such as that posed by Ceci's homes at Harbourfront. It is our view that Ceci's homes provide an appropriate family environment directed at the particular needs of severely handicapped children. Since Council has previously supported the integration of the handicapped into the general community, we would urge Council to extend this policy so as to support the aims and objectives of Ceci's Homes by designating them as the equivalent of approximately 22 family units.

Harbourfront requests that this matter be included in City Council's consideration of the Sub-Area Plan, since it may affect Harbourfront's ability to meet or exceed the Housing Objectives of the Official Plan. Equally, important, as indicated in the letter to Mr. Davidson, dated March 17, 1983, concerning C.M.H.C.'s unit allocations and scheduling, the co-ops must know your views on this matter in order to proceed as expeditiously as possible with their building designs.

I would be pleased to discuss this matter with you at your earliest possible convenience.

Yours truly,

Malcolm Leibel
Project Manager

POOR

QUALITY

ORIGINAL